

## Traffic Orders by Board of Railway Commissioners.

### Pig Lead, Spelter and Antimony Rates.

25894, Feb. 22. Re complaint of Consolidated Mining & Smelting Co. of Smelter, B.C., against increase by C.P.R. of rate on pig lead, spelter and antimony, from Smelter to eastern points; and order 24968, May 6, 1916, suspending item 20A on page 2 of Supplement 13 to C.P.R. Tariff C.R.C. no. W. 2110. Upon the report and recommendation of the Chief Traffic Officer of the board, no objection to the rescission of order 24968 having been filed by the applicant, and rates being now provided in Tariff C.R.C. no. W. 2190, it is order that order 24968 be rescinded.

### Rates on Copper Commodities.

25897, Feb. 22. Re application of Consolidated Mining & Smelting Co. of Smelter, B.C., for suspension of proposed cancellation of rates on copper commodities to points in eastern Canada; and order 25082, June 17, 1916, suspending the proposed cancellation. Upon the report and recommendation of the Chief Traffic Officer of the board, no objection having been filed by the applicant company to the suspension order being lifted, and rates being now provided in C.P.R. Tariff C.R.C. no. W. 2190, it is ordered that order 25082, suspending proposed cancellation of rates on copper commodities from Smelter, Grand Forks and Greenwood, B.C., to points in Eastern Canada, as shown in C.P.R. Tariff C.R.C. no. W. 2147, effective June 15, 1916, and requiring the C.P.R. to continue in force the rates on the said commodities to points in Eastern Canada as contained in its Tariff C.R.C. no. W. 2056, until further order, be rescinded.

### Essex Terminal Railway Tariffs.

25903, Re application of Essex Terminal Ry., under sec. 327 of the Railway Act, for approval of its Standard Freight Tariff C.R.C. no. 361, cancelling Standard Tariff C.R.C. no. 37, approved by order 10016, Mar. 30, 1910. Upon the report and recommendation of the Chief Traffic Officer of the board, it is ordered that the company's Standard Tariff C. R. C. no. 361 be approved; and it is further ordered that order 10016, approving the company's Standard Freight Tariff C. R. C. 37, be rescinded.

### Milling in Transit Arrangements at Montreal.

25904, Feb. 26. Re application of Montreal Board of Trade Transportation Bureau, on behalf of Dominion Flour Mills, Ogilvie Flour Mills, and St. Lawrence Flour Mills, for an order disallowing the portion of C.P.R. Supplement 33 to Tariff C.R.C. no. E. 1196, Supplement 6 to C.R.C. no. E. 3120, Supplement 1 to C.R.C. no. E. 3137, and Supplement 1 to C.R.C. no. E. 3214, cancelling milling-in-transit arrangements on grain milled at Montreal and reshipped to points on Canadian Government Railways, also to Halifax, N.S., for export: It is ordered as follows, pending judgment on the application, that the clause in the following C.P.R. schedules purporting to cancel on and after Mar. 3, the existing milling-in-transit arrangement at Montreal, with respect to destinations on the Canadian Government Railways, be suspended, viz.: Supplement 6 to C.R.C. no. E. 3120 and Supplement 33 to C.R.C. no. E. 1186; and that, commencing Mar. 10, there be added to the company's Tariff C.R.C. no. E. 3261, rates to Halifax, that with respect to the rates to St. John, N.B., therein shown, shall preserve the pre-ex-

isting relationship; and it is further ordered that Supplement 1 to company's Tariff C.R.C. no. E. 3137 and Supplement 1 to C.R.C. no. E. 3214, be suspended until and including Mar. 9.

### Canadian Northern Passenger Tariff.

25944, Mar. 16. Approving application of Canadian Northern Ry. Co., under sec. 331 of the Railway Act, for approval of Supplement 1 to its Tariff C.R.C. no. W-1283, providing for a maximum passenger fare of 4c a mile west of Tannis, Alta.

### Switching Dispute at Winnipeg.

25951, Mar. 19. Re dispute between Grand Trunk Pacific and Canadian Northern Railways regarding reparation claimed by G.T.P.R. on account of Canadian Northern interswitching to Canada Cement Co.'s spur, Winnipeg. Upon hearing the matter at Winnipeg, Mar. 16, in the presence of counsel for the railway companies, it is ordered that the same be dismissed.

### Lining Cars for Flax Seed.

25956, Mar. 22. Re order 23894, June 22, 1915, disallowing conditions with respect to shipment of flax seed in bulk, effective Oct. 12, 1914; and the C.P.R. application for leave to charge \$3 a car for lining cars for the carriage of flax seed. Upon hearing the matter at Winnipeg, Mar. 16, the Northwest Grain Dealers' Association and the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railways being represented, and upon reading the protest filed by the Northwest Grain Dealers' Association against the said charge, it is ordered that the said railway companies be authorized to charge \$3 a car for lining cars for carriage of flax seed in bulk, subject to conditions set out in order 23894.

### Filing of Express Tariffs.

General order 183, Feb. 24. Re general order 14 (order 5117), July 30, 1908, and the application of the Express Traffic Association of Canada for an order providing that the same arrangement be accorded to the express companies: Upon reading what is filed by the Express Traffic Association of Canada, on behalf of express companies, and the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the arrangement whereby certain tariffs of freight or passenger tolls may be filed with the board by agents, other than officials of the companies, acting jointly for two or more railway companies, subject to the legislative authority of the Dominion Parliament, provided that the said joint agents be duly authorized to act for the several companies by power of attorney, as set forth in the said general order 14, be extended to express companies subject to the Board's jurisdiction.

### Allowance for Grain Doors.

General order 184, Mar. 22. Re application of D. D. Campbell, of Winnipeg, for an order increasing the allowance for grain doors supplied by shippers to \$1.50 for the lower door, and 75c for the upper part; also that the bill therefor, when agent, be accepted by him and credited on account of freight charges. Upon hearing the application at Winnipeg, Mar. 16, the Northwest Grain Growers' Association and the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railways being represented, the applicant appearing in person, it is or-

dered that order 8860, Dec. 10, 1909, requiring that where shippers upon railways are compelled to furnish car doors to enable cars to be used for traffic, allowance therefor to such shippers be made upon the following basis: At and west of Fort William, lower car door, \$1; upper car door, 50c; east of Fort William, upper or lower car door, each, 50c; be amended to provide that the allowance for grain doors be increased from \$1 to \$1.50 for the lower door and from 50c to 75c for the upper door, in all \$4.50 a car, the said allowance to be made at and west of Port Arthur, Ont.

### Canadian Northern Ry. Lake and Rail Rates.

The Assistant Chief Commissioner, D'Arcy Scott, gave the following judgment, Feb. 26, Commissioner McLean concurring: J. P. H. Stevenson, customs broker, Toronto, complains that while the C.N.R. has lake and rail rates from Orono and Yarker, noncompetitive points on the C.N.R. east of Toronto via lake boats from Toronto Port Arthur thence C.N.R. to western points, the company's Eastern Lines lake and rail tariff C.R.C. no. E 771, does not show any rates from Toronto, the point where the lake movement begins. The clause of the Railway Act known as the long and short haul clause is subsec. 3 of sec. 326, which reads in part as follows: "And greater tolls shall not be charged therein (in a special freight tariff) for a shorter than a longer distance over the same line in the same direction, if such shorter distance is included in the longer."

The tariff in question shows arbitraries from Port Arthur to the principal points west, to be added to the rates to Port Arthur in order to arrive at the through rates. The arbitraries are the local tariff rates of the C.N.R. Western Lines. The C.N.R. (Western Lines) is therefore a party to through lake and rail rates from Toronto, the other party being the steamship company, and this being so, under the clause of the Railway Act above quoted, which in my opinion applies in this case, the through rates from Toronto cannot be greater than the through rates from Orono, Yarker, and other C.N.R. points east via Toronto. It may be noted also that the tariff itself is a publication of the C.N.R. (Eastern Lines) and is filed with the board by that company.

### Steam Railway Track Laid in 1916.—

In an article on this subject appearing in Canadian Railway and Marine World for Feb., pg. 56, estimates of the track laid in 1916 were used in reference to the Alberta & Great Waterways Ry., the Central Canada Ry., and the Edmonton, Dunvegan & British Columbia Ry., crediting them with having laid 110.50 miles of new track, viz.: 40 miles, 1.96 miles and 68.60 miles respectively. We have now been officially advised of the exact new trackage laid, which is as follows: Alberta & Great Waterways Ry., mileage 174.20 to 202.12 in the direction of McMurray, 27.92 miles. Central Canada Ry., to Peace River Crossing, 1 mile, and an industrial spur of 0.63 of a mile. Edmonton, Dunvegan & British Columbia Ry., Spirit River to Grande Prairie (Grande Prairie Branch), 50.2 miles; main line mileage 334.7 to 356.9, or 22.2 miles; total 72.6 miles. This makes a total of new main and branch line track of 101.32 miles and 0.63 of a mile of a spur track. This reduces the total mileage of new track laid in Canada in 1916 from 285.94 miles to 276.76 miles.