

## New Freight Rates

Government makes public details of new schedule—20 per cent increase will be in effect during the war, at least

Ottawa, July 29.

The Order-in-Council covering the details of the increases in freight rates granted to the Canadian railways in order that they may be in a position to meet the larger disbursements arising out of the application of the McAdoo wages schedule, was made public this afternoon. It provides that the new rates, which are approximately 20 per cent higher than the rates now in force, will remain in force at least for the duration of the war.

The paragraph of the Order-in-Council governing the dates on which the rates shall become effective is as follows:

"The provisions herein, the rates herein prescribed, shall be effective, if filed with the Board of Railway Commissioners, as and from the 1st day of August, 1918, and shall remain in force for the duration of the present war and until further orders subject to the provisions of the section next preceding. Increase of rates may become effective after the 12th day of August, 1918, and as and when filed."

The qualifying section referred in the foregoing is as follows: The Board of Railway Commissioners shall obtain from the three larger railway systems the results of railway operation per month and report on the same monthly to His Excellency-in-Council, through the Minister of Railways and Canals, to the end that, should the earnings of the said companies under this order be greater than the sum required to meet increased costs and permit transportation to be properly and efficiently carried on, the appropriate reduction in the rates fixed shall be made. The said reports and the books, accounts and records upon which the same are based shall be open to examination and audit by the Government of Canada, under such regulations as may be hereafter prescribed by the Governor-in-Council. The details of the new rates follow:

### TERRITORY EAST OF FORT WILLIAM.

Section 1: class rates. All class rates in eastern territory shall be increased twenty-five per cent.

Section 2: Commodity rates. All commodity rates on the following articles, in carloads, shall be increased by the amounts set opposite each:

#### Commodities:

**Coal**—Where rate is 0 to 49 cents per ton—15c per ton of 2,000 lbs. increase.  
Where rate is 50 to 99 cents per ton—20c per net ton of 2,000 lbs. increase.  
Where rate is \$1 to \$1.99 per ton—30c per net ton of 2,000 lbs. increase.  
Where rate is \$2 to \$2.99 per ton—40c per net ton of 2,000 lbs. increase.  
Where rate is \$3 or higher per ton—50c per net ton of 2,000 lbs. increase.  
**Coke**—Where rate is 0 to 49 cents per ton—15c per net ton of 2,000 lbs. increase.  
Where rate is 50 to 99 cents per ton—25c per ton of 2,000 lbs. increase.  
Where rate is \$1 to \$1.99 per ton—40c per net ton of 2,000 lbs. increase.  
Where rate is \$2 to \$2.99 per ton, 60c per net ton of 2,000 lbs.  
Where rate is \$3 or higher per ton—75c per net ton off 2,000 lbs. increase.  
**Ores, iron**—30c per net ton of 2,000 lbs., except that no increase shall be made in rates on ex-lake ore that has paid increased all-rail rates before reaching lake vessels. The increase of 30 cents shall be added to tariffs in force prior to March 15, 1918, and the increases since allowed by the Board of Railway Commissioners struck out.  
Stone, artificial and natural, building and monumental and natural, building and monumental except carved, lettered, polished or traced—2c per 100 lbs.  
Stone, broken, crushed, and ground—1c per 100 lbs.  
Sand and gravel—1c per 100 lbs.  
Brick, except enamelled or glazed—2c per 100 lbs.  
Cement—2c per 100 lbs.  
Lime and plasters—1½c per 100 lbs.  
Lumber and other forest products, not otherwise herein specifically dealt with—A flat rate of 1c per 100 lbs., to be added to the tariffs in force prior to March 15, 1918, and the rates so obtained to be increased by 25 per cent, but not exceeding 5c per 100 lbs.; the increase since granted by the Board of Railway Commissioners to be disallowed.

**Pulpwood**—25 per cent, but not exceeding an increase of 5c per 100 lbs.

**Cordwood, slabs, and mill refuse, for fuel purposes**—1c per 100 lbs.

**Wheat**—By striking out the limitation imposed of 2c per 100 lbs. in the increase allowed by the Board of Railway Commissioners, effective March 15, 1918, and adding 25 per cent increase but not exceeding 6c per 100 lbs.

**Other grains, flour and other milled product**—To be increased to the new wheat rates.

**Live stock**—25 per cent, but not exceeding an increase of 7c per 100 lbs. Where rates are published per 100 lbs., or \$15 per standard 36-foot car where rates are published per car.

**Packing-house products and fresh meats**—Increases 25 per cent.

**Bullion, base (copper or lead), pig or slab and other smelter products**—25 per cent increase.

**Sugar, syrup and molasses**—By cancelling existing commodity rates, and applying the fifth class rate as increased hereunder.

**Ice**—25 per cent calculated on tariffs in effect prior to March 15, 1918. Increases since allowed by the Board of Railway Commissioners to be disallowed.

(B) Commodity rates not included in the foregoing list shall be increased 25 per cent.

(C) In applying the increases prescribed in this section, the increased class rates applicable to like commodity descriptions and minimum weights between the same points are not to be exceeded.

### TERRITORY WEST OF FORT WILLIAM.

Class rates (A), all class rates shall be increased 25 per cent, calculated on the tariffs in force prior to March 15th, 1917, the increases since allowed by the Board of Railway Commissioners to be disallowed.

**Coal and Coke**—Rates to be increased as rates on these commodities are increased hereunder in western territory.

### WESTERN TERRITORY.

**Ores, Iron**—Rates to be increased as rates on these commodities are increased hereunder in eastern territory.

**Ores, Others**—On ores not exceeding in value \$25 per net ton, 1 per cent per hundred pounds; on ores valued over \$25 to \$50, two cents per net 100 pounds; on ores valued over \$50 to \$100, the tenth class rates of the merchandise distributing scale, as increased hereunder, shall apply; on ores over \$100 in value, the tenth class rates of the merchandise standard scale, as increased hereunder, shall apply.

**Stone (artificial and natural), building and monumental, except carved, lettered, polished, or traced**—By the addition of two cents per one hundred pounds to the tariff in force prior to March 15th, 1918; the increases subsequently granted by the Board of Railway Commissioners to be disallowed.

**Stone, broken, crushed and ground, also sand and gravel**—By the addition of one cent per 100 pounds to tariffs in force prior to March 15th, 1918; the increase since allowed by the Board of Railway Commissioners to be disallowed.

**Brick, except enamelled or glazed**—By the addition of two cents per 100 pounds to the tariffs in force prior to March 15th, 1918, the increases since granted by the Board of Railway Commissioners to be disallowed.

**Cement**—Two cents per 100 pounds.

**Lime**—One-half cent per 100 pounds on the tariffs in force prior to March 15, 1918, the increases since allowed by Board of Railway Commissioners to be disallowed.

**Lumber**—25 per cent, but not exceeding an increase of 5c per 100 pounds.

**Grain and grain products to Fort William and Port Arthur**—By the addition of the increases granted under the McAdoo order for similar mileages in adjacent American territory, to the rates in effect prior to March 15th, 1918. Where more than one tariff of an American carrier in an adjacent state exists, the rate increase shall be that allowed on the lowest normal rate for the same or similar mileages in such contiguous territory under the McAdoo order, the increases since granted by the Board of Railway Commissioners to be disallowed. Provided that rates on same products shall not be greater from the city of Edmonton than from the city of Calgary.

**Grain and grain products between local points and to the Pacific Coast**—By the addition of 25 per cent, but not exceeding an increase of 7c per 100 pounds where rates are published per 100 pounds, or \$15 per standard 36-ft. car, where rates are published per car; increases to be based on tariff in effect prior to March 15, 1918, and the increases since allowed by the Board of Railway Commissioners to be disallowed.

**Packing house products and fresh meats**—By the addition of 25 per cent to the tariffs in effect prior to March 15th, 1918, and increases since allowed by Board of Railway Commissioners to be disallowed.

**Bullion, base (copper or lead) pig or slag, and other smelter products**—Rates from British Columbia Smelters to Toronto and Hamilton to take rates from the contiguous American smelting and shipping point, namely Northport, Washington to Buffalo, viz.: 7½c per 100 lbs.; Montreal to take the New York rate of 8½c per 100 lbs. rates to Canadian points, other than points in Eastern Canadian territory to be advanced 25 per cent. Rates on zinc for domestic consumption to be the same as on copper and lead.

**Sugar, syrup and molasses**—To be made on the basis and principle adopted hereunder for Eastern territory.

(B) Commodity rates not included in the foregoing list shall be increased 25 per cent, calculated on the tariffs in force prior to March 15, 1918, and the increases since authorized by the Board of Railway Commissioners to be allowed.

(C) In applying the increases prescribed in this section, the increased class rates applicable to like commodity descriptions and minimum weights between the same points are not to be exceeded.

Territories both east and west.

**Minimum charges**—(A) After the increases hereunder made in class rates, no rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 pounds for the respective class as follows:—

Classes—	1	2	3	4	5	6	7	8	9	10
Rates—	24	21	18	15	12	11	9	10	10	7½

### LESS THAN CARLOAD.

(B) The minimum charge on less than carloads shipments shall be as provided in the Canadian Freight Classification, but in no case shall the charge on a single shipment be less than fifty cents.

(C) Class rates—Class rates between Eastern and Western points—that portion of the rate applicable to eastern territory to be increased 25 per cent, and that portion applicable to western territory 25 per cent, based on the rate in effect prior to March 15, 1918. The advances subsequently allowed by the Board in Western territory shall be disallowed.

**Commodities**—Commodity rates between Eastern and Western points—increases on that portion of the rate applicable to Eastern territory, appropriate increase granted hereunder for the commodity for local movements in Eastern territory, and on the Western portion, the appropriate increase granted hereunder for the commodity for local movement in Western territory. The advances allowed by the Board of Railway Commissioners in Western territory, effective March 15, 1918, shall be disallowed.

(D) Import rates—To be increased; subject, as a maximum, to the lowest rates obtaining from Baltimore or any North Atlantic seaport in the United States to the same destinations, except that the rates from Halifax shall be increased so as to continue on the present relative basis.

**Disposition of fractions**—(E) In applying rates, fractions shall be disposed of as follows:

(1) Rates in cents or in dollars and cents per 100 pounds or per package.

Fractions of less than ¼ or 0.25 to be omitted.

Fractions of ¼ or 0.25 or greater, but less than ½ or 0.75 to be shown as one-half (½).

Fractions of ¾ or 0.75, or greater, to be increased to the next whole figure.

(2) Rates per ton—

Amounts of less than five cents to be omitted.

Amounts of five cents or greater, but less than ten cents, to be increased to ten cents.

(3) Rates per car—

Amounts of less than five cents to be omitted, omitted.

Amounts of twenty-five cents or greater, but less than seventy-five cents to be shown as fifty cents.

Amounts of seventy-five cents or greater, but less than one dollar, to be increased to one dollar.

(F) In establishing the freight rates herein ordered, while established rate groupings and fixed differentials are not required to be used, their use is desirable, if found practicable, even though certain rates may result which are lower or higher than would otherwise obtain.