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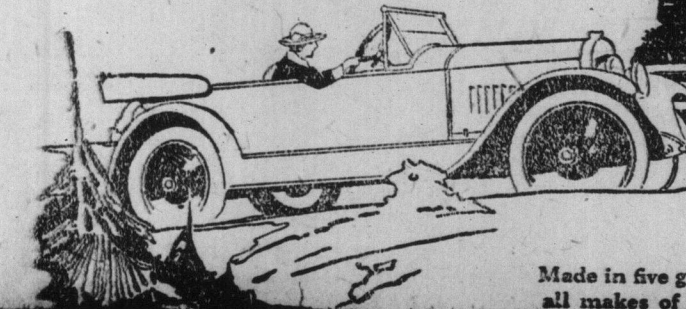
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SEEK LOWER RATES FOR EXPORT TRADE

Valley M. Ps. Memorialize Committee on Railway Transportation Cost

The Federal Members for the main fruit growing districts of Nova Scotia, Messrs. L. J. Lovett (Annapolis and Digby), E. W. Robinson (Kings), and L. H. Martell (Hants), are moving to have the freight rates reduced on apples for export and below is given a resume of their arguments as presented before the Special House of Commons Committee appointed to consider Railway transportation costs. To the Chairman and Members of the Special Committee of the House of Commons appointed to consider Railway Transportation costs.

Mr. Chairman and Gentlemen: The undersigned feel it is not necessary for them to call your attention to the fact that fruit growing is one of the basic industries of the Province of Nova Scotia, and, in fact, is one of the most important, if not the most important, in the Counties of Hants, Kings, Digby and Annapolis. This industry has suffered greatly through excessive Freight Rates, and the object of this Memorandum is to set before you a few facts in regard to the matter with the hope that you will be in a position to do something to ameliorate the conditions at present obtaining.

The Hon. F. B. Carvell, P.C., K.C., Chief Railway Commissioner, in his judgment to be found in General Order No. 308, dated the 6th day of September, 1920, states, inter alia, as follows: "Until the 31st day of December, A.D., 1920, I would give a general increase of 40 per cent. in Eastern Freight Rates and 55 per cent. in Western Freight Rates." (Vide Vol. X, No. 13, Pg. 391, Lines 6 and 7, Order 308).

In the same judgment the Hon. Mr. Carvell says, inter alia: "Commencing the 1st day of January next, and until there is another revision of rates, I will reduce these percentages on freight to 35 per cent. in Eastern territory." (Vide Order 308, Vol. X, No. 13, Pg. 391, Lines 12 and 13).

It will be seen from the foregoing that by the Order referred to, dated the 6th day of September, A.D., 1920, there was a general increase in Freight Rates obtaining prior to the date of the Order, of 40 per cent. in Eastern Canada, with the direction that from the 1st day of January, 1921, the 40 per cent. increase cease and be replaced by a rate to be 35 per cent. increase over the rates obtaining prior to the date of said Order No. 308. This Order, No. 308, applied to both what are known as Domestic and Export freights.

Order 350—By General Order No. 350, dated the 24th day of November, A.D., 1921, the increase in Freight Rates granted by Order No. 308 was reduced so as to make the rates to be charged 25 per cent. over the rates in effect prior to the coming into effect of Order No. 308, insofar as Domestic Freight rates were concerned. That is to say, the said rates were to be 25 per cent. on Domestic Freight in excess of rates in force prior to September 13th, 1920. This Order became effective December 1st, 1921. (Vide Order 350, Vol. 11, No. 17, Page 330, Lines 44-45 and 46 and lines 1 and 2 et sequitur page 331).

But said General Order No. 350 made no reduction in Export Rates in Eastern Canada. As the Counties of Hants, Kings, Annapolis and Digby are within the Eastern radius, the effect of these Orders is that the rates at present obtaining on Fruit are 25 per cent. over the rates in effect prior to September 13th, 1920, insofar as Domestic Freight is concerned, and the freight on fruit for export is 35 per cent. over the rates obtaining prior to September 13th, 1920, as fixed by—Order 308.

Order 308—The reason why the reduction provided by Order 350 did not apply to Export Freight was, no doubt, due to the Transportation Companies taking advantage of "Clause One of General Order No. 350 hereinafter referred to, wherein it is stated that the reduction is on Domestic Freight within Canada, etc. Unquestionably this is due to the fact that in Order No. 350 the Commissioners did not expressly state "all commodities," and the Railway Companies, in virtue of the fact that Domestic Rates were expressly stated, took advantage of the well known legal maxim: "Expressio unius est exclusio alterius." The expression of one is the exclusion of the other, and gave no reduction to Export Rates. This was to be expected, when one realizes that Railway Companies will grant nothing to the Public that the Law of the Land does not compel.

Reference to the Orders hereinafter referred to will show explicitly that the reason for the granting of the increases was in order to enable the Railways—owing to the extraordinary conditions alleged to obtain in the Dominion at the application and the granting of the Order—to receive sufficient rates to make the carrying of freight a profitable business proposition. It will be gathered from the general tenor of the Orders referred to that the reason for giving a greater reduction on Domestic Freight than on Export Freight was owing to the competition of American Railways and American ports. No doubt the reduced Domestic rates were all sufficient for the companies' purposes even if there had been no competition, but why the Railway Commission granted a certain reduction on Domestic traffic over the same line, running through the same territory, the undersigned are at a loss to understand. In this connection the undersigned refer particularly to "Export Freight." As the Rates stand at the present time, fruit shipped over the Dominion Atlantic Railway as Domestic Freight gets a 10 per cent. greater reduction on rates than does fruit shipped over the same line to Halifax from points like Annapolis, Middleton, Berwick, Kenville, Hantsport, and Windsor for export. A great deal of this fruit which is shipped as Domestic Freight, is sent in small lots, whereas fruit intended for export always goes in carload lots, thus saving considerable handling, and it can be carried at less expense to the Transportation Companies than most fruit under Domestic Rates. Moreover, if the fruit industry of Nova Scotia had to depend upon the internal or domestic trade—whilst it is valuable—the market would be very limited.

Appended hereto will be found a statement of the distribution of the apple crop for the Province of Nova Scotia for the year 1921-22. Domestic Freight, as regards apples, are also unduly exorbitant, so much so that fruit growers are beginning to find the charges irksome, burdensome and in great derogation of the industry.

The reduction of rates in fruit by the Railway Companies, intended for both Domestic and the Foreign trade, has not in any way been such as to very materially aid the industry. The Ocean Transportation Companies, whilst their rates are high, have been more generous to the industry, for at the time the embargo on apples going to England was lifted, the Ocean rates on barrels of apples from Halifax, Nova Scotia, to points in England, was \$5.00 per barrel; later on in the season it was reduced to \$2.50 per barrel, and at the beginning of the present season was further reduced to \$1.25 per barrel. From this and by reference to the Table of Rates charged by the Railway Companies, hereto appended, it will be seen that the reduction by the Ocean Transportation Companies is absolutely cut off all comparison with the reductions that have been made by the Railways and will also further demonstrate the fact that the Freight Rates of the Railways are excessive.

It is submitted by the undersigned that the rates authorized by the Board for Domestic traffic within the Eastern division are more than sufficient to enable the company to receive a large dividend on their investment. Therefore the rates on fruit, that is to say, apples, intended for export, particularly fruit in carload lots, should in the first instance be reduced by the same percentage as the Domestic Rate was by Order 250, owing to the fact that it costs the companies less to handle Nova Scotia fruit intended for the Export Trade, and this is particularly the case, as regards freight moving from the Counties of Digby, Annapolis, Kings and Hants to Halifax, and this reduction having been made in the export rate, then there should be a substantial general reduction on fruit rates generally for the Province of Nova Scotia.

It is further submitted that for the reason for having these larger export rates is the lack of competition, the principle is vicious in the extreme,

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because if such a reason is permitted to obtain it would mean that Transportation Companies, where they have no competition, will be permitted to rule the general public and laden industry with burdens grievous to be borne, in the way of Freight Rates. It is an old maxim that "Competition is the life of Trade," and where Transportation Companies have the Railway Commission to appeal to to fix their rates, and the general tenor of the decisions of the Railway Commission is such as to give the undoubted and irrefutable impression that rates are fixed with a view to permitting the Transportation Companies to earn large, if not excessive, dividends on Domestic Freight where there is competition, then why cannot the same rate obtain over the same line when the goods are intended for export and are transported in such a manner as to cost the Transportation Companies, in many cases, much less expense than freights called Domestic Freight.

On reference to the evidence of Sir Edward Beatty, President of the Canadian Pacific Railway, which is to be found in Part 2 of the Official Report of Evidence taken by the Special Committee appointed to consider Railway Transportation Costs, it will be found that Sir Edward Beatty offered as a proposed alternative to the Crow's Nest Pass Agreement, that the Railways would grant certain reductions on what he has termed "basic commodities." On inquiry by an Honorable Member of the House and of the Committee, as to whether or not fruit was to be regarded in the proposed alternative as a basic commodity, Mr. Beatty replied that fruit was not. The undersigned submit that this was a very erroneous statement to make if one regards things to be basic industries which are truly basic industries, and not restrict, as Mr. Beatty would like to restrict, if there is one industry that affects

(Continued on Page Three)

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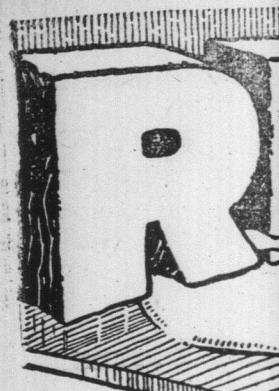
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