

### Are C. P. R. Rates Exorbitant ?

Certain Eastern Canadian journals declare they are not. The following from the pamphlet recently issued by the Winnipeg Board of Trade, on the "Railway Disallowance Question in Manitoba," will, without further comment, show the grinding nature of the C. P. R. monopoly in Northwest:—

"Wheat, lumber and fuel are, as everyone knows, the most important articles in the settler's economy. Wheat is the staple product; lumber is used for the construction of his house and farm buildings; coal is an urgent necessary of life in a severe climate and on treeless plains. It is evident that, other things being equal, if the railroad rates for these three articles in Manitoba are exorbitantly high in comparison with similar rates elsewhere, farming in our Northwest cannot pay simply because it cannot compete.

Mr. Van Horne assured the Board of Trade, voluntarily, in 1882, in the most solemn words, that our fuel and lumber would be carried at cost . . . . . while wheat would be carried at a bare margin over cost to assist the settlers; and that we must expect to pay fair rates for our merchandise. The following facts will show how far this promise has been kept.

#### WHEAT.

Mr. Van Horne lays stress upon a wheat rate of 33 cents from Calgary to Port Arthur, a distance of 1,269 miles, and relies on this rate for comparisons with other roads having a monopoly in their territory. But as a matter of fact that rate is given from all points west of Indian Head, which is only 741 miles west of Port Arthur. The explanation is that no wheat is shipped from Calgary; Regina, 786 miles west of Port Arthur, being practically the most westerly point from which grain is shipped eastward. A true and fair comparison is to compare the wheat rates in force on the Canadian Pacific between Winnipeg and Port Arthur with those between St. Paul and Chicago, Port Arthur standing in the same relation to Winnipeg and other Manitoba points as Chicago stands to St. Paul and Minneapolis:

	Miles.	Per 100 lbs.
Winnipeg to Port Arthur....	430	28 cents,
St. Paul to Chicago....	420	7½ "

So that the Manitoba settler shipping from Winnipeg has to pay four times as much to get his wheat to the lake as the Minnesota or Dakota settler shipping from St. Paul. It was stated in the House of Commons, and is still asserted in Ministerial papers, that farmers in the Northern parts of Dakota and Minnesota have teamed their wheat across the boundary to Emerson or Gretna, paying the Canadian duty, and have then shipped it by the Canadian Pacific to Port Arthur with more profit to themselves than if they had shipped it direct to Duluth from the place of growth. This is not the whole truth. Mr. Van Horne has admitted that only three carloads of wheat were dealt with in this way; and that he allowed the shippers an exceptional rate of 15 cents per hundred pounds to Port Arthur, thus virtually paying the duty for them. The customs re-

turns show that during the year ending June 30th, 1885, only 1,780 bushels of wheat crossed the international line at Emerson and Gretna, and for the year ending June 30th, 1880, but 74 bushels crossed it. Turning to the all-rail rates for carloads, the rate from Winnipeg to Montreal by the Canadian Pacific, a distance of 1,423 miles, is 50 cents per 100 pounds. From St. Paul to New York, a distance of 1,420 to 1,500 miles, according to the rail route taken, the rate is 32½ cents; from Council Bluffs, Ia., to New York, 1,440 miles, 25 cents per 100 pounds. That is to say, the Manitoba settler shipping from Winnipeg gets 17½ cents per 100 lbs., or ten cents per bushel less for his wheat, in consequence of the higher railroad rate, than the Minnesota or Dakota settler, shipping from St. Paul; and 25 cents per 100 pounds or 15 cents per bushel less than the Iowa settler shipping from Council Bluffs. The through boat-and-rail rates for carloads hit him quite as hard. The rate per 100 pounds from Winnipeg to Fort William is 28 cents, and from there to Montreal by Canadian Pacific boats 15 cents, or 43 cents in all. The propeller rate from Port Arthur to Montreal is 10 cents, making the through rate from Winnipeg 38 cents, as against 43 cents by the Canadian Pacific boats. On the other hand, the rate from St. Paul to Duluth by rail is 7 cents and the rate from Duluth to Montreal or New York is 10 cents, the through rate being thus 17 cents, or less than half that imposed on the Manitoba settler. The through rate from Minneapolis to Liverpool, via Duluth, including harbor dues, etc., is 29 cents per 100 pounds. The through rate from Winnipeg to Liverpool, via Port Arthur and Montreal, is 55 cents. So that the Canadian settler is handicapped in the Liverpool market to the extent of 26 cents per 100 pounds, or 15½ cents per bushel. It must be born in mind, however, that this does not represent the full extent of his disability. He is much further from Winnipeg, as a rule, than the Minnesota or Dakota settler is from St. Paul or Minneapolis; and as his local wheat rate is much higher than that in force on the American side of the line, he loses heavily at that end of the shipment. The following table, compiled from the Canadian Pacific tariff, No. 61, which went into effect on April 25 last, and from the St. Paul, Minneapolis & Manitoba tariff No. 2, which took effect on April 5 last, will show the difficulty under which the Canadian settler labors as regards local wheat rates in carloads:

	C. P. R. from	M. & M. from
Miles.	Winnipeg.	St. Paul.
20.....	9 cents.	4 cents.
30.....	11 "	5 "
50.....	13 "	7½ "
100.....	17½ "	10 "
200.....	24 "	17 "
300.....	29 "	21 "
525.....	39 "	30 "

Now compare the local and through freight rates on the Grand Trunk Railway in Ontario and Quebec and those prevailing on the Canadian Pacific Railway in Manitoba and the Northwest as shown by C. P. R. Western Division Tariff No. 61, April 25th, 1887, and G. T. R. Tariff No. 14, April 25th, 1887:

### LOCAL RATES.

	Miles.	Per 100 lbs.
C.P.R., Brandon to Winnipeg....	133	20 cents.
G.T.R., Stratford to Bowmanville....	131	13 "
C.P.R., Moosejaw to Winnipeg....	393	34 "
G.T.R., Brantford to Montreal....	403	17½ "

### THROUGH RATES.

	Miles.	Per 100 lbs.
C.P.R., Winnipeg to Toronto....	1287	50 cents.
G.T.R., Ingersoll to Halifax....	1283	31½ "

### LUMBER.

The rate from Rat Portage, the shipping point for the Lake of the Woods mill to Winnipeg, a distance of 133 miles, is for green lumber \$4.65 per thousand feet; for dry lumber 15½ cents per 100 pounds. Hull is to Montreal what Rat Portage is to Winnipeg, as regards the lumber supply. The rate from Hull to Montreal, a distance of 120 miles, is for green lumber \$1 per thousand; for dry lumber 5 cents per 100 pounds.

### COAL.

The rate from Fort William to Winnipeg, 423 miles, is \$5 per ton or one and one-fifth cents per mile. A rebate reducing the rate to \$3 01 per ton is allowed to dealers importing 10,000 tons or upwards. This makes the rate for large shipments seven-tenths of a cent per ton per mile. The rate on the Intercolonial, which the Maritime members say is too high, is three-tenths of a cent per ton per mile. If the Manitobans were granted the Intercolonial rate, imported coal could be sold in Winnipeg for \$1.75 per ton less than at present; and at Portage la Prairie, Brandon and other points at a proportionate reduction; whilst domestic coal from the Northwest mines could be laid down at Winnipeg for \$2.00 per ton below the present price.

Having seen how grievously the Manitoba settler is handicapped by the tolls collected on his grain, fuel and lumber, it is well also to show the freight rates charged on his general merchandise by the Canadian Pacific Railway:

	Miles.	Class.		
		1	2	3
C.P.R., Port Arthur to Winnipeg....	430	33	12	90
G.T.R., Montreal to Stratford, Ont....	421	44	39	33
C.P.R., Port Arthur to Portage la Prairie.....	456	14	18	94
G.T.R., Montreal to Glencoe, Ont....	483	44	39	33
C.P.R., Port Arthur to Brandon....	562	158	132	105
G.T.R., Montreal to Windsor....	562	48	42	36
C.P.R., Port Arthur to Emerson....	496	133	112	90
G.T.R., Montreal to Sarnia....	501	48	42	36
C.P.R., Winnipeg to Oak Lake, Man....	166	78	66	53
	166	67	57	46
G.T.R., Montreal to Kingston, Ont....	163	22	19	17
C.P.R., Winnipeg to McLean, N.W.T....	332	115	97	78
	332	99	83	67
G.T.R., Montreal to Toronto....	333	28	25	21
C.P.R., Winnipeg to Pense, N.W.T....	373	123	103	84
	373	105	88	72
G.T.R., Montreal to Hamilton, Ont....	373	30	26	23

\*NOTE.—This is a special rate given only to wholesale houses on freight shipped to retail merchants in the country.

C.P.N. Western Division Tariff, Nos. 61 and 62, April 25 and May 1, 1887.

G.T.R. Tariff No. 104, April 23, 1887.

If the people of Ontario and Quebec consider the freight rates paid by them to be excessive, let them calmly and dispassionately ponder over the position of the settler in Manitoba who is starting anew in life to make a home for himself and family, taking the above comparisons as a key to the situation.

Having compared the rates of the Grand Trunk with those of the Canadian Pacific, it is but just that the rates of the latter should also be given, so that it may be seen how that road