

### Rate Grievance Commission.

S. J. McLean, commissioner appointed by the Dominion government to enquire into the question of railway rate grievances, opened his Edmonton sittings in the town council chamber on Tuesday forenoon at 10.30. H. F. McNaughton, is secretary of the commission. The Edmonton board of trade was represented by the president, J. H. Gariepy, and the secretary, F. Fraser Tims. The Strathcona board of trade was represented by J. H. McDonald, of the Plaindealer. There were present: W. Johnstone Walker, T. W. Lines, of Brackman-Ker, A. B. Campbell, of the Dowling Milling Co., R. T. Fisher, of the H. B. Co., J. S. Wallmott, of the Mechanics Bank, J. T. Blowey, W. T. Henry and F. Oliver, M. P.

Mr. Gariepy, president of the Edmonton board of trade, opened the proceedings by welcoming the commissioner to Edmonton and expressing the hope that his work would be of benefit to the Territories and to the country.

The authority from the minister of railways under which the commission sat was then read by the secretary, and Mr. McLean said that statements made to him would be considered in connection with proposed amendments to existing legislation regarding railway rates.

F. Fraser Tims, secretary of the board of trade, then read the following statement from the board.

Edmonton, Alta., Aug. 20, 1901.  
Sir,—Re freight rate grievance. There is also the question of passenger rate grievance, and this latter subject we beg to treat with first.

Passenger rates. It is found that all Canadians are discriminated against when it comes to buying a ticket from any of the eastern provinces in the Dominion to the Territories, in proportion to foreigners coming either from the United States or Europe. The cost of the tickets from the United States or Europe, of course we cannot give, as we have not the different passenger schedules of rates, but the fact remains that it is so, and we have no doubt that you can easily verify the matter. This is a great detriment to the growth and welfare of the Northwest Territories as a whole, as it really means the retarding of Canadians coming and seeing and settling in the west, and in consequence we believe hundreds of Canadians move annually to the United States through lack of cheaper rates to the Canadian west.

Re freight rates, inward: Like every other point in the Territories, Edmonton pays a very heavy inward freight on everything it has to import from Ontario, or other eastern provinces, in comparison with the through rates given to British Columbia points, especially where any competition exists.

Following are the local rates from Montreal to Edmonton:—

1st class—\$3.81.  
2nd class—\$3.71½, or lake and rail, \$3.24½.

3rd class—\$2.94½.  
4th class—\$2.16½.  
5th class—\$1.92, or lake and rail, \$1.70.

Brantford, Hamilton or Toronto:—

1st class—\$3.81.  
2nd class—\$3.25.  
3rd class—\$2.06.  
4th class—\$1.97.  
5th class—\$1.75.

Winnipeg to Edmonton:—

1st class—\$2.69.  
2nd class—\$2.08.  
3rd class—\$1.66.  
4th class—\$1.07 carload lots.

Fort William to Edmonton:—

Salt, 79c in car load lots. Salt costs at Fort William 65c per 200 lb. bag, and the freight, therefore, comes to \$1.53 per bag.

Vancouver to Edmonton:—

Sugar in car lots—\$1.08.

Outward freight:—

Green salt hides from Edmonton to St. John, N. B., special rate of \$1.70, while on the same goods from Victoria, Vancouver or other British Columbia points to St. John, N. B., is only \$1.01. Bacon in carload lots is shipped from Winnipeg to Nelson, B. C., for 50c per 100-lbs., while Edmonton, which is several hundred miles nearer, to Nelson, has to pay \$1 in car lots.

At present the question of cheaper rates from Edmonton and all local points on the C. & E. railway to our natural markets in the west is a vital necessity. A careful estimate of the crop from the Red Deer river northward to, and including the districts surrounding Edmonton, shows that

there will not be less than three and possibly four million bushels of oats for export market, notwithstanding the false reports about the poor crop scattered broad-cast, it is hoped not for malicious purposes, as neither Edmonton nor any other portion of the Dominion ever had a better prospect of an immense yield than our present crop, and unless we get lower freight rates to all points in East and West Kootenay, the Kettle River district, along the main line of the C. P. R. and coast points, it is going to be a serious matter to the whole of Northern Alberta's settlers, and it is trusted that you will put the matter before the proper authorities.

As far as can be learned by our board oats are being brought into the boundary line country of B. C. from the United States, and the only reason that this is so is owing to cheaper freight rates, as there is a duty of 10c per bushel on oats or equal to a freight of 30c on 102 lbs. The freight rate from Edmonton to Nelson, Sandon or Vancouver on oats is 35c per 100 lbs. With the country in Northern Alberta developing as quickly as it is thousands of acres of new crops being put in yearly, a market must be had for our grains, beef, pigs, poultry, butter, eggs, etc., or else it is no use our being the large producers this section has become, and to get a market we must have large reductions in freight rates.

The local freight rate question on the C. & E. railway is a serious proposition and debars Edmonton, as a wholesale centre from developing its trade, and this matter is now under correspondence with the general traffic manager of the C. P. R. at Winnipeg. Our board thinks that it is only necessary to make this brief statement as it has no doubt that at every point you have visited you will have found the same cause for complaint, namely, excessive passenger rates from all Canadian provinces, heavy inward freight on all our necessary commodities and excessive freight on all we have to ship. Another serious grievance is the non-delivery of mails such as was the case of Edmonton when this summer we were without any mail on whole C. & E. railway for twelve days, although the Dominion government is paying said railway \$50,000 per annum as subsidy for carrying the mail.

Yours obediently,  
Sgd.) J. H. GARIEPY,  
Pres. Edmonton Board of Trade.  
To Professor S. J. McLean, Commissioner Freight Rate Grievances, Edmonton, Alta.

T. W. Lines was called on and desired to emphasize the remarks contained in the statement read regarding rates to the Pacific coast as compared with those to Fort William. We were paying 35c to the coast and 30c to Fort William, nearly twice the distance. He also spoke of the refusal of the C. P. R. to grant Edmonton a distributing rate, as had been given Calgary. Some years ago Calgary had been given a trader's rate 15 per cent. below the regular rate. Recently they had been given a distributing rate of 25 per cent. With that rate they could compete with Edmonton dealers as far north as Leduc.

A. B. Campbell complained of the local rates on flour given the Edmonton mills as compared with the rates given Winnipeg mills. Winnipeg mills were given a rate of 43c per 100 on flour to Edmonton, 1,050 miles, while Edmonton mills was charged 20c to Olds, 140 miles, and 24c to Calgary, 200 miles. In less than car lots the rate to Olds was 38c. He considered the difference between car lots and less than car lots too great.

F. T. Fisher complained of the lack of distributing rates such as had been given Calgary as a hardship. Edmonton merchants had already paid freight once over the road and they were refused a reduced rate to send such goods part of the way back; while Calgary merchants who had only paid the freight to Calgary, were given the reduced rate to send it on. Edmonton dealers were competing for trade along the C. & E. line, but the rates accorded Calgary placed them at a great disadvantage. The board of trade had supposed that it was only necessary to call attention to the facts to have the grievance remedied. But Mr. McNis's letter, recently received by the board showed that the company did not propose to remedy it.

J. T. Blowey compared the rates on furniture to Vancouver and to Edmonton. From Ontario to Edmonton the lowest rate was \$1.88 and to Victoria it was \$1.12. Delivery at Victoria involved not only the longer and

more expensive haul to the coast, but also transhipment at Vancouver and a short sea voyage as well. The minimum weight allowed on a 35 foot car of furniture was 14,000 lbs. It was not possible to get that weight of ordinary assorted furniture into a car unless it were partly knocked down. This cost probably as much to set up on arrival as the extra freight would amount to had it been shipped standing. Mr. Blowey also considered that the extra charge on through rates over the C. & E. branch were out of proportion to the charges on the main line.

F. Oliver, M. P., spoke of the export rate on oats towards the west. Some years ago the present rates were adjusted on the usual basis of what the traffic would bear, and for a time were fairly satisfactory. But conditions had changed. Production east of the mountains had increased more rapidly than the capacity for consumption west of the mountains. The present rates had enabled us to compete with the producers of the United States for the trade of Kootenay. What was needed now was a rate that would give the whole trade of the Kootenay to Canadian producers, and shut out United States competition. On the basis of the rates charged on east bound grain from points on the main line of the C. P. R. the same distance from Lake Superior as Edmonton was from the coast we were entitled to a substantial reduction, not as a matter of favor but as a matter of right and fair play. We must have such a reduction in order to reach a market with the crop of oats now in sight in North Alberta.

In conversation Mr. McLean said that he would be employed in the present investigation until the end of September. His report would be prepared in time for submission to parliament at its next session.—Edmonton Bulletin.

### WINNIPEG BOARD OF TRADE COUNCIL MEETING.

There was a meeting of the council of the Board of Trade on Monday in connection with the sitting of the royal commission on freight rate grievances. The freight rates committee reported that they had arranged with the commissioner, Prof. McLean, to hold a sitting here early in September on his return from the coast and that they had compiled certain data on freight rates which would be further considered with the view of submitting the same to Prof. McLean.

On motion the standing committee of the board on freight rates was instructed to make such representations to the commissioner as they deemed advisable.

The president reported that, with some members of the council, he had taken advantage of the visit of Mr. McNicol, of the C. P. R., to the city and made representations to him in connection with the purchasing of merchandise in the city by the C. P. R. Co., when Mr. McNicol had assured the deputation that it was their desire, when prices would permit, to purchase all the supplies possible in Winnipeg for use in the district tributary to Winnipeg.

In connection with the request from the Indian Head board of trade that the Imperial Limited train should stop at that place for distributing and receiving mails, it was reported that the post office authorities had explained that nearly all the towns along the main line had made the same request, and that the railroad people had stated that it was impossible to stop at all these points, and that, in consequence, the postal authorities had no power to receive and deliver mails at Indian Head direct from the Limited.

A request was made that the board should give an expression of opinion as to the value of bringing electric power from Lac du Bonnet to the city, the approximate horse power used at present and the present cost, and the board's views as to the increasing use if such power should be available at a reasonably low price. The council gladly consented to do this.

Mr. W. B. Lannigan, general freight agent of the C. P. R., was elected a member of the board.

The secretary was directed to write the general passenger agent of the C. P. R. asking what arrangement, if any, had been made to inform the public of the hours of arrival of delayed Imperial Limited and other trains, and to represent that very great inconvenience was caused to the

public by the lack of definite information, and to urge that every possible means be taken to accommodate the public in this regard.

The council then adjourned.

### Car Service Charges.

With the busy grain shipping season ahead, the C. P. R. officials are taking precautions to prevent a shortage of cars. The following circular letter to shippers was issued this week from the office of W. R. Moines, assistant freight traffic manager of western lines:

"Serious loss and inconvenience to shippers and this company have been caused by the unnecessary delay in loading and unloading cars. Shippers are frequently unable to procure cars for loading while other parties are keeping them under load on track, thus encumbering the tracks and greatly interfering with the prompt movement of freight. It is expected that there will be a very heavy movement of traffic within the near future. It has, therefore, been decided in the interests of the shipping public generally to adopt certain rules and regulations for the enforcement and collection of car service or rental charges.

"These rules, in brief, provide that when cars are detained over 48 hours after arrival and placing for loading or unloading, a charge of \$1 per car per day or part thereof, will be made in addition to the regular freight charges. Sunday and legal holidays in all cases not counted. Shippers or consignees are requested to pay this rental charge and where there are valid reasons for a reduction to submit the same, with receipt and all particulars, to Mr. J. T. Arundel, car service agent (western division), Winnipeg, Man., or Mr. W. O. Miller, car service agent (Pacific division), Vancouver, B. C.

"It may be stated that the amount charged for car service or rental does not, by any means, compensate the company for the loss it sustains by delay to its cars, and the charge herein referred to is not intended for revenue purposes, but to endeavor, in a comparatively liberal manner, to bring about a correction of abuses which have heretofore entailed a serious loss not only to the company, but to the shipping public generally. The hearty co-operation on the part of shippers and consignees in connection with this matter will be mutually advantageous to all concerned. The new rules and regulation will become effective 7th September, 1901."

### Canadian Manufacturers.

A meeting was held in the board of trade rooms, Winnipeg, on Tuesday evening, for the purpose of organizing a provincial branch of the Canadian Manufacturers' association. This organization, which has a membership of between 800 and 900, exists for the purpose of taking up all matters affecting the interests of manufacturers throughout Canada, such as legislation, the tariff and different railway matters. It has been found that there are often cropping up matters of interest in a province which could be dealt with by a local organization but cannot be by a general one, while again there are often found matters of a general character on which the Dominion association would like to speak for the manufacturers of the whole country, but was not in a position to do so, having no facilities for consulting representatives of the various localities.

T. A. Russell, secretary of the Canadian Manufacturers' Association, has been through the west working in the interest of the establishment of a branch organization which can take up local matters and be consulted on general subjects.

The meeting Tuesday night was composed of the members of the Dominion Association here. F. W. Thompson, vice-president for Manitoba, was in the chair. A motion was passed favoring the formation of a Manitoba section of the Canadian Manufacturers' association, with its head office located in Winnipeg. The following officers were elected:

F. W. Thompson, Ogilvie Milling company, chairman; E. F. Hutchings, Great West Saddlery company, vice-chairman; C. N. Bell, secretary of the Board of Trade, secretary pro tem. Executive committee: E. L. Drewry, D. E. Sprague, G. J. Moulson, G. F. Bryan, Robert Muir, of Winnipeg, and John Hanbury, of Brandon.

It was decided to take steps to secure as members other manufacturers in the province. They will also prepare a set of by-laws for the local