

FREIGHT RATE GRIEVANCES OF INDUSTRIAL ST. JOHN PLACED BEFORE RY. BOARD

Leaders of Industry Appear Before Board at Hearing and With Facts and Figures Show Handicap Placed Upon Maritime Provinces by Arbitrary Rates Imposed—Sea Provinces Placed in Unfair Competition With Manufacturing Centres of Ontario.

"What complaint have you to make in regard to the prevailing freight rates?" asked Mr. Chrysler. "What changes or alterations do you suggest?"

"We have no special complaint to make in regard to classification," answered the witness. "Our case shows the disadvantage by reason of the increase since 1913 and this is partly linked up with the disadvantage in mileage."

"What percentage of your products do you export?" enquired the Chairman. "I would say approximately ten per cent of our output is exported to England, West Indies and South America," replied Mr. Simms.

Stanley E. Ewin, of the Maritime Coal Co., and former Member of Parliament in contending that the prevailing freight charges were high, stated that the rate from Pittsburgh to St. John on wire rods was \$14.50 per gross ton, while from Pittsburgh to Montreal \$9.70 was the sum payable in gross ton, resulting in a difference of \$4.80 on that commodity.

Further examination by Mr. Ewin showed that the rate from Pittsburgh to St. John on rod shipments was only \$1.35 per ton. The larger market had always been more or less a dumping ground, as this differential in freight rates always more than ate up the profit. Another market available for his company was the Head of the Lakes.

A differential of five cents was originally enjoyed from Montreal. Originally enjoyed from Montreal, it only two months ago this was \$2.13 differential, and then, after representations to the Canadian National Railway, it was finally reduced to this differential of five cents plus increase preferential. This was really the old differential of five cents plus increase present rate was 50 1/2 cents as against the old rate of thirty cents.

The freight rate on wire rod from Sydney to St. John was \$32.24 1/2, and \$5.40 from Sydney to Montreal. On the other hand it cost the company \$4.20 to get rods into Montreal, so that against Montreal makers being rods from Sydney there was a disadvantage.

At the resumption of the session in the afternoon Mr. Rand called J. H. Hamon, Sales Manager of T. McAvy & Sons, Limited, Evidence was given by Mr. Hamon showing the relation of freight rates to the business of the company, with which he is connected, in comparison with his competitors in Upper Canada. This comparison was based on freight rates effective in 1914 and at present, and assuming that T. McAvy & Sons, Limited and their competitors purchase pig iron from Hamilton, Ont., and on the further assumption that shipments of material, purchased by his company, would be made to similar points west of Toronto.

In reply to Mr. Rand, Mr. Hamon stated that in 1914 the freight on 50 tons of pig iron from Hamilton to St. John, at \$4.20 per ton, amounted to \$210.00; while the freight cost on a similar quantity, purchased by a Toronto firm, from Hamilton to Toronto, totalled \$59.50. This placed his company under an actual handicap of \$150.50 in meeting competition with the Ontario competitor.

Heavier Handicap Now This year, however, the handicap was far in excess of that which prevailed in 1914, due to the increase in rates. Mr. Hamon declared that at the present rate of \$7.50 per ton on pig iron from Hamilton to St. John, the freight on 50 tons would amount to \$375.00. A Toronto firm would pay \$104.00 freight only on the same quantity from Hamilton to Toronto at \$2.08 per cent. The handicap, therefore, in 1922 was \$271.00.

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Adamson stated that at the time of the establishment of the company the freight rates prevailing at that time had been taken largely into consideration; and the various increases had been imposed by the company in competition.

Mr. Sargent, Traffic Manager of the Canadian Lumbermen's Association, on behalf of George McKenna & Co. and W. Malcolm Mackay, Limited, presented a memorandum of rates from points on the Albert & Salisbury Railway, Hampton & St. Martins Railway, Havelock & Egin Railway, and Carleton Place & Egin Railway, branch lines of the Canadian National Railway in New Brunswick and Nova Scotia.

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Next Big Event

WASSONS Anniversary Sale

Begins Saturday, Jan. 21 to Jan. 28

SEE TOMORROW'S PAPERS

I. C. Rand informed the members of the board that there was no further evidence to submit at present, but that a statement from the Crosby Mosses Company would be forwarded to Newfoundland. The chairman declared that this arrangement would be satisfactory.

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Comb Sage Tea In Faded Or Gray Hair

If Mixed With Sulphur It Darkens So Naturally Nobody Can Tell.

ECZEMA

ment for Eczema and Skin Irritation. It relieves the skin and gradually heals the skin. Sample box Dr. Chase's Eczema Cure. It is a simple and safe remedy for postage. See a Dealer or Chemist, Montreal, Toronto.

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2 big plugs of STAG CHEWING TOBACCO

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GAS IN THE STOMACH IS DANGEROUS

Recommends Daily Use of Magnesia to Overcome Trouble—Caused by Fermenting Food and Acid Indigestion.

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DO YOU SMOKE TOO MUCH

There are many men on whose heart and nervous system tobacco produces the most serious results. It causes palpitation, pain in the heart, irregularity of the heart, makes the hands tremble, sets the nerves on edge, causes shortness of breath, and loss of sleep.

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