

Thus showing an advance over the rates which were in force prior to the establishment of the route via C. P. R. of:

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
.32.	.35.	.34.	.24½.	.10½.

And on the rates established by the C. P. R.:

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
.17.	.20.	.14.	.13½.	.03½.

Or a very material increase in each case.

It is well here to state that in the case of lake and rail the rates on the 5th class during the years 1891 to 1893, in consequence of competition of outside boats on Lake Superior, varied from the rate as shown by the tariffs quoted going down to as low as 62c. in the first mentioned year, always being raised so soon as the competition was got out of the road.

Also that the rates all-rail on some few commodities bearing a low classification, were reduced where the consignee knew of a lower rate given by the Chicago roads, which necessitated the C. P. R. doing such to get the freight.

Before closing this branch, which is incidental to the main question, let me reiterate that the rates from the boundary line to Winnipeg have been materially increased since the C. P. R. took hold.

The rates from Port Arthur have been reduced but little since 1885.

The rates from Montreal, Toronto and Hamilton, lake and rail, have been increased.

And rates from those points, all rail, have been very materially increased.

EXHIBIT B.—On taking up the question of excessive rates on merchandise on the Western Division of the C. P. R., I propose to submit first a mileage table, that is, a table of rates which applies from and to points outside of Winnipeg, the latter being the only point from the Red River to the Mountains