

EXHIBIT H.—I hand in a statement of stone, sand and brick rates. In submitting this I will again compare our rates with the Northern Pacific and call attention to the advance at a distance of 20 miles on their rates of 33 1-3%; at a distance of 50 miles of 75%; at a distance of 100 miles of 90%.

On 14 points up to 200 miles there has been a average advance of 70% on the Northern Pacific rates.

Q. Does that apply to the Northern Pacific south of the line or in Manitoba?

A. The Secretary says that this does not apply to the Manitoba branch of the Northern Pacific, although on the face of the tariff (the last one quoted in connection with firewood) and operating lines. This one only says Northern Pacific Railway Special Tariff; it would look as if it applied to the Manitoba branch also. But whether it does or not the same thing is true that we have no right to pay a higher figure than on the Northern Pacific, even in Dakota.

That the average on the 14 points up to 200 miles 60% higher than the Chicago, Milwaukee and St. Paul on stone and sand, and 34% on brick and the rates are found in their operation to be so burdensome as to cause hauling by teams of a considerable portion of the stone used in this city.

EXHIBIT I.—A comparative statement of local freight rates on horses and cattle in car loads between the places named.

In this case the comparison will be seen to be entirely with eastern points, and the advance we pay on eastern rates is as follows: At 67 miles 55%; 125 miles 73%; 333 miles 35%, or an average on the 6 points of 53% over the eastern rates.

You will notice that the table is intended to apply to points in this country as compared with points in the east, the object being to show that on horses and cattle consumed or used in Winnipeg or any other points within the country, the charge is very greatly in excess of the charge in the east for a similar service and similar distance.

Q. You do not expect that the rate should be as low as in the east?