

C. N. R. CASE PRESENTED TO DUNCAN COMMISSION AT MONTREAL

DALRYMPLE GOES INTO DETAILS OF RATES AND GRAIN

Continued from Page 1.
Maritimes and the United States, Mr. Dalrymple submitted that there was a general relationship in comparison with other territories, but admitted there were instances where rates for given transportation distance were higher in eastern territory than elsewhere. This arose from the adoption by United States railroads of an entirely different rate basis in one territory as compared with another, and in that Canada had no control. Certain United States railroads were satisfactory to the management of the Canadian National Railways but they did not control the situation. The United States railroads jealously protected the industries on their own lines, in competition with industries located on lines in which they had no financial interest.

Mr. Dalrymple filed with the Commission, certain reports as to traffic density, and also the Canadian National Railways annual report for 1925. He added that although not disclosed therein, the deficits in operation of the Atlantic Region for 1925 amounted to \$3,178,240.65 in 1925 and to \$3,545,064.24 in 1926.

The suggestion that low eastbound rates created a dumping ground in the Maritimes for shippers in other parts of Canada had been made and it had been urged that the westbound rates be made lower than the eastbound. Mr. Dalrymple, thought this something new, for it had been advocated for many years past in the Maritime Provinces that the eastbound rates should be made as low as possible in the interest of the consuming public.

HALIFAX DIFFERENTIAL
"It is claimed," he continued, referring to the stenographic notes, "that allowance should be made by a differential accorded, Halifax, because of application of same ocean rates to Halifax as to Montreal."

On all-rail grain for export via Halifax, the railways charge one cent per 100 pounds over the Montreal rate, practically a switching rate, and haul the traffic 800 miles. On package goods the railways charge to Halifax two cents per 100 pounds over Montreal.

SAINT JOHN SITUATION
"Saint John is a Maritime Province port and we do not see how the railway company can discriminate as between Maritime Province ports. Sufficient to say that any rate made to Halifax would be met at Saint John and the relationship between the two ports would continue, but on a lower level."

MONCTON JURISDICTION
"It is stated," he continued, "that the Moncton staff has lost its usefulness in rate-making. We purpose appointing a traffic manager and staff at Moncton with jurisdiction over the Atlantic Region. He has the same authority as the other regional traffic managers and I am unaware that any of his recommendations have been opposed at Montreal. I know that he has a thorough understanding of the situation in the Maritime Provinces, that he is sympathetic therewith, but there is one thing that must be clearly understood, namely, that any basis of rates adopted in any part of Canada is something to be shot at by other sections, and this has been clearly demonstrated by the evidence before your commission."

RESPONSIBILITY DENIED
Dealing with the differential westbound basis from New England to United States territories west of Detroit and which, by reason of competitive conditions backs up to the Ontario points, he denied that the C. N. R. were responsible for this situation. The C. N. R. desired to participate in a fair share of business moving, and thereby attract additional railway revenue to Canada. If the C. N. R. were to withdraw the New England differential would continue on other routes that the Canadian National Railways.

YOO-HOO BIRDIE



Master Robin Cleland, grandson of General John I. Birdie, chief of U. S. army staff, is impressed. He wants to see his birdie, the photographer tells about.

New London, Conn., Mr. Dalrymple said that too much emphasis had been placed on the control of the railways in the routing of export traffic.

HELP FOR HALIFAX
"During 1924," continued Mr. Dalrymple, "a particular effort was made by both steamship and railway representatives, to convince shippers that their interests would be well taken care of through shipping via Halifax with the result that from March, 1925, shipments of automobiles in connection with the Canadian Government Merchant Marine, destined to New Zealand and Australia have moved through Canadian ports."

DOMESTIC DIFFERENTIALS
The domestic differential was a rate via the so-called differential lines lower than that which was applicable via the so-called "standard lines" and represented so many cents per 100 pounds, there being a variation in the figures according to the destination of such traffic.

ROUTING OF EXPORTS
On the routing of automobiles via Atlantic ports for the winter season of December, 1925, to April, 1926, he showed that 52.8 per cent of export package freight moved via Maritime Province ports and 10.96 per cent via Portland, Maine.

On grain handled by the C. N. R. for export via Atlantic ports for the same season, 25 per cent moved via Maritime Province ports and 45.8 via Portland, and, he said, "in respect to the total 70.8 per cent the Canadian National Railways did not control the routing of one bushel."

With regard to live stock, 92 per cent, moved by Maritime Province ports and eight per cent via Portland.

MILEAGE ELIMINATION

Dealing with the question of the "elimination of mileage," Mr. Dalrymple said that on a shipment of first class traffic, Montreal to Halifax, 888 miles, "which happens to be the actual Intercolonial Railway distance (not the short line, the traffic being handled by the longer route), the rate is \$1.04 per 100 pounds, and under schedule 'A' \$1.04 carries for a distance of 820 miles so that in this case mileage of 68 miles has been eliminated. On a shipment Montreal to Sydney, N. S., mileage of 819 miles had been eliminated. On a shipment Toronto to Halifax mileage of 418 miles had been thrown into the discard. On a shipment from Toronto to Sydney 622 miles received like treatment. On a shipment from Windsor, Ont., to Halifax 420 miles service is performed for nothing under the basis established by schedule 'A' and similar liberality has been given to Sydney to the extent of 208 eliminated miles."

Mr. Dalrymple took occasion to deny that the C. N. R. were "going ahead" with the new immigration shed at Halifax regardless of the wishes of the Halifax Board of Trade, and drew attention to a letter written to E. A. Saunders, secretary of the Halifax Board of Trade, which pointed out that as soon as plans were drawn up they would be submitted to the Halifax board for their suggestions.

SUMMER TRAFFIC
"As previously stated, the Canadian National Railways earn a maximum of one cent per 100 pounds on the Montreal rate on grain exported via Halifax on traffic all-rail from Fort William. From Georgian Bay ports the rate is 0.88c per 100 pounds for haulage of 800 miles. To handle grain via Halifax during the summer season in competition with the lake and rail route, Fort William to New York via Buffalo, and with the all-water route Fort William to Montreal, it would be necessary to meet the all-water rate via Montreal, and this rate, during the present summer season has been as low as seven cents per bushel, or say 11 1/2c per 100 pounds which, for 1,728 miles, short line distance Fort William to Halifax equals 0.188c per ton mile and spells a heavy loss on every ton of traffic which would be carried."

MARITIMES SHARE
Touching on the volume of export freight handled via the Canadian National Railways to

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rates were higher in the Maritimes than elsewhere in Canada, Mr. Dalrymple filed a memorandum and produced the following figures:
Sydney to Quebec, 815 miles—54c per 100 pounds.
Port Arthur to Moose Jaw, 836 miles—\$1.04 per 100 pounds.
Mulgrave to London, Ont., 1,220 miles—10 1/2c per 100 pounds.
Mulgrave to Montreal, 884 miles—8 1/2c per 100 pounds.
Montreal to Windsor, Ont. (In territory surrounded by most active water competition), 455 miles—54c per 100 pounds.
Halifax to Windsor, Ont., 1,387 miles—72c per 100 pounds.
Port Arthur to Brandon, Man., 872 miles—75c per 100 pounds. (Or a haulage of 800 miles at three cents per 100 pounds lower rate).
Moncton to Toronto, 980 miles—58c per 100 pounds.
Moncton to Windsor, Ont., 553 miles—64c per 100 pounds.
Port Arthur to Winnipeg, 458 miles—57c per 100 pounds.
Port Arthur to Battleford, 1,018

miles, a distance of 88 miles greater than from Moncton to Toronto—\$1.20, or a difference of 62c per 100 pounds in favor of Moncton.
Saint John to St. Hyacinthe, Que., 399 miles—50c per 100 pounds.
Hamilton to St. Louis, 398 miles—53 1/2c per 100 pounds.
Saint John, an Atlantic shipping port, to Kingston, Ont., 810 miles 54c per 100 pounds.
Vancouver, a Pacific Coast port, to Tofield, Alta., 803 miles, practically the same mileage—\$1.16 per 100 pounds.
Similar instances were given in respect to plaster, potatoes, salt, bituminous coal, sewer pipe, fresh fish, lumber, iron and steel articles, and pig iron.

CONTEST ENDS TONIGHT
There is expected to be considerable excitement at the South End Fair this evening over the voting for the most popular letter-carrier, as this will be the closing night. The voting will end at 10 o'clock sharp. The fair was not held last evening, owing to unfavorable weather. William Tyner is leading Thomas Killen by a small margin. It was said that many were holding back their votes until the last moment.

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When The Babies Are Cutting Teeth THE MOTHER SHOULD USE
DE FOWLER'S EXT-O-F WILD STRAWBERRY
During baby's teething time, the bowels become loose and diarrhoea, dysentery, colic, cramps, etc., manifest themselves; the gums become swollen, and cankers form in the mouth. This is the time when the mother should use Dr. Fowler's, and, perhaps, save the baby's life.

SUBURBAN DELIVERY—Rot heavy, Tuesday and Friday, 9 a.m. Westfield, Thursday, 9 a.m. Stores Open 8.30 A. M. Close 5.55 P. M. Friday 9.55 P. M. Saturday 12.55 p.m. TUESDAY, AUGUST 31.



New Needlework
Our first showing of Fall Stamped Needlework includes heavy canvas Runners, Cushion Tops and Bags embroidered with wool—all materials for working included with each piece.
Cushion Tops, Centres and Runners, in natural linen, Tea, Luncheon and Buffet Sets, in white and colors, some lace trimmed.
Chair Backs in oyster and natural linen.
Card Table Covers in colored linens and white.
Crib Covers with pillow case to match, stenciled on white and unbleached cotton.
Pillow Slips with hemstitched or buttonhole edge, some stamped for work.
Guest and large Towels.
Boudoir Pillows—in blue, pink, lavender and yellow. An assortment of novelties such as Knife, Fork and Spoon Cases, Duster Bags, Pot-Holders, Clothes Pin Bags, etc.
Infants' and Children's Dresses and Rompers, in white and colors.
Also a line of ready for use pieces as natural linen Laundry Bags, Cushion Slips and Runners, Tapestry Cushions—slips, squares and oblongs.
Dainty Handkerchief Cases, Pin Cushions, Powder Case Covers, Emery Balls.
A complete assortment of D. M. C. Floor, Crochet, Cotton, etc.
See window display. (Needlework Section—Ground Floor)

Autumn Dresses
French Charmeuse, Poiret Tulle and Ottoman Faills are the fabrics in this showing of new Autumn frocks.
Trim, chic and practical Dresses with their tiered skirts, shirtings, tuckings or pleats. Touches of fur used as trimming add to the smartness of many models.
Shades of Rosewood, Navy, Falcon, Delft and Black.
Priced . . . \$25, \$27.50, \$29.50 (Costume Dept.—Second Floor.)

Blankets and Comfortables
Blankets—Best English and Canadian makes. The famous Kenwood and Jaeger All Wool Blankets—plain colors, checks and fancy weaves, clear bright colorings—rose, fawn, apricot, mauve and jade.
Plain colors with Striped or key borders, ends are nicely bound with satin or done in blanket stitch.
Price \$4.75 to \$16.50
Fancy Plain Blankets—British manufacture, in assorted colors . . . \$9. each
Down Filled Comfortables—Covered with fancy pattern, beautifully bordered and padded, in a plain sateen. Prices \$12.50 to \$22.50
Comfortables — "Our own make"—Covered with chintz or silkoline, in light or dark colorings and filled with best grade of carded cotton. Size 72 x 81 in. Price \$6

TOWELS
A large assortment of Pure Linen Huckaback Towels—Plain and fancy damask ends, in a variety of textures.
Towels for every day use warranted to give satisfaction for hard wear. Special price for half-dozen lots. Size 18 x 35.
Prices . . . \$2.25, \$2.50, \$2.85, \$3
Full Bleach Plain Huck Towels—Finely woven, hemstitched ends. Size 18 x 34. 2 for \$1.25
Full Bleach Damask Ends and Hemstitched—Size 8 x 30 and 18 x 34. Price 75c. each
Guest Towels—Damask ends hemstitched 40c, 50c, 55c., 75c.
Guest Towels—Colored damask ends. 65c. and 75c. each
Extra Heavy Coarse Weave—Old time Huckaback—a real man's towel. Size 20 x 36. Price \$1.50 each
Bath Towels—Pure white with pretty colored borders of blue, pink, yellow or helio. Colors guaranteed fast to sun and washing.
Useful size . . . 50c., 65c., 75c., 85c. each
Large size, \$1.10, \$1.25, \$1.35, \$1.60 each
Extra Fine Huckaback Towels with plain 3 in. satin border, suitable for cross stitch work, etc.
Size 15 x 24, 90c. Size 16 x 34, \$1.35. Size 22 x 38, \$1.85 (Linen Room—Ground Floor.)

Cash's Woven Names
For marking all Clothing, Household and Hotel Linens, etc. Any name or words woven distinctly on fine white or black cambric tape in the following colors, red, blue, navy, green or lavender. Colors guaranteed washable. All orders made in red unless otherwise stated.
The neatest and best way to mark underwear, hosiery, linens. Have you left your order yet?
3 dozen for \$1.50. 6 dozen for \$2. 12 dozen for \$3. A complete assortment of single or double initials, red on white—always in stock. 15c. for 3 dozen. (Glove Dept.—Ground Floor.)

Special Sale in Wash Goods Department
Fancy Broadcloths, in stylish stripes on white and colored grounds. 35c., 39c. and 69c. yd.
Novelty Gingham—In fancy checks on colored grounds, fast colors. Extra quality. Price 25c. a yd. (Wash Goods Dept.—Ground Floor.)

Over Drapery Nets
Figured Silk Nets, in beautiful shades of blue, rose and gold. 50 in. wide. Price . . . \$1.35
Fibre Silk Panels—Special values in Fibre Silk Panels, in beautiful floral and Oriental designs. Size 45 in. wide. 2-1-2 yds. long. Price \$4.25 each (Curtain Dept.—Germain street entrance.)

Easy To Gain Weight With Yeast and Iron
New Combination of Yeast With Vegetable Iron Quick Way to Build Up Weight
Thin, run-down and underweight men, women and children can now improve their health, increase their energy and regain normal weight in a surprisingly short time.
A new combination of yeast vitamins with vegetable iron, renews the action of sluggish blood cells, drives out dangerous body poisons, increases energy and endurance and supplies the system with the vitamins that build up weight.
For years yeast has been known as a rich vitamin food, but until now we perfected "yeast"—which comes in concentrated tablet form, was it possible to take yeast and iron in the right proportions to build up weight.
"Vegetable Iron" when combined with yeast is quite easy to digest, therefore better for the system. And "yeast" when ironized, becomes just twice as beneficial as ordinary fresh or cake yeast.
Ironized Yeast tablets are composed of concentrated "good elements," therefore they are pleasant to take and free from drug-like effects. If you are under weight, do not enjoy good health, lacking in energy and force, "ironized yeast" tablets will pick you right up, and if they fail, you get your money back.

CRETONNES
Cretonnes in a wonderful variety of patterns, striped, floral and conventional designs, gaily colored and patterned or in the more subdued shades. Here are cretonnes for everyone of the many needs of the home.
Tapestry Cretone for furniture and couch coverings, in neat designs and good colors. (Housefurnishings—Second Floor.)

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