

THE EVENING TIMES-STAR, SAINT JOHN, N. B., TUESDAY, AUGUST 31, 1926

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# 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 railways of an entirely different rate basis in one territory as compared with another, and in that Canada had no control. Certain United States rates were not satisfactory to the management of the Canadian National Railways but they did not control the situation. The United States railways 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 \$3,176,246.65 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, though, this something now, 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 to or a differential accorded, Halifax, because of the 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 rates of 20 cents per 100 pounds over Montreal.

"Halifax takes the same rate as Saint John, and each winter season there is a large volume of both grain and package freight handled through the latter-named port at Halifax rates. It is understood that the ocean rates to and from Saint John are the same as to and from Halifax."

### 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."

Dealing with the suggestion that the terminal maintenance cost on Atlantic Region should be spread over other regions, he said that terminal expenses in other regions were not assessed against the Atlantic Region.

He did not think that the management of the Canadian National Railways would object to assuming the cost of operation of the Prince Edward Island ferry.

### MONTION JURISDICTION

"It is stated," he continued, "that the Montion staff has lost its usefulness in rate-making. We purpose, appointed a traffic manager and staff at Montion 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 Montion. 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."

These had been no delay in carrying out the recommendations of the Montion organization, he said.

### 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.

Mr. Dalrymple explained the difference between "port differential" and "differential on domestic traffic." The former was the difference in rates to and from a common territory, Montreal, for example, on western United States export traffic, also on Ontario points, took the Philadelphia basis of export rates, which was differential of 2c. per 100 pounds. New York rates would apply on export traffic via Quebec, Halifax, Saint John, Portland and Boston.

### 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.

He dealt with the classifications on freight traffic and admitted that to create a separate and distinct classification for the Maritime Provinces, would, from a railway and commercial point of view make confusion worse confounded.

### ROUTING OF EXPORTS

On the routing of automobiles via

## YOO-HOO BIRDIE



Master Robin Chisland, grandson of General John I. Hines, chief of U. S. army staff, is impressed. He wants to see that 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.

"We have really very little to do with it," he said. The shipper made his own contract with the steamers, selected his port, and while the C. N. R. always held out the advantages of utilizing Canadian ports, they nevertheless, in the interests of revenue, attempted to secure a fair share of the business moving, regardless of the port utilized.

Mr. Dalrymple went into the case of the automobiles and explained the routing of the Canadian Government Merchant Marine to Australia. Because of lack of tonnage, the ships had to call at New York following their departure from Halifax for case oil cargo. This cargo was not satisfactory, but the C. N. R. were fortunate in interesting United States and Canadian shippers in the automobile business. These were declined to ship through Saint John and Halifax because of the risk of possible delays and insisted that better prospects existed in New York because of the shorter rail haul. The fact that Halifax and Saint John had only a monthly sailing was also objected to by the shippers. Due to heavy clearing expenses in New York the business was transferred to New London and the C. N. R. got 100 per cent. of the revenue.

### 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 were 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."

"It is within my personal knowledge that Halifax, to United States shippers west of the Detroit and St. Clair rivers, is a long way from home and that during the winter season they seem to have the idea that the railways have considerable difficulty with the elements."

Mr. Dalrymple denied that the Maritime Provinces were not given notice of the changes made at the time of classification No. 17 and produced evidence to show that communications had been sent to the Boards of Trade, at Halifax, Saint John and Fredericton. R. E. Armstrong, secretary of the Saint John Board, had replied suggesting an addition to the commission which served along with the railway committee, but no reply had been received from Halifax or Fredericton. Mr. Dalrymple dealt at length with

## Easy To Gain Weight With Yeast and Iron



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 not until we perfected "Ironized 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 food elements, therefore they are pleasant to take and free from drug-like energy and force. "Ironized Yeast" tablets will pick you right up, and if they fail, you get your money back.

Sold by druggists at \$1.00 for a large 60-tablet package or sent direct from laboratory on receipt of price. Ironized Yeast Co., Fort Erie, Ontario, Canada.

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.

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, established by schedule 'A' and similar liberality has been given to Sydney to the extent of 208 eliminated miles."

In reply to charges "both at public meetings and in the press" that freight

up they would be submitted to the Halifax board for their suggestions.

### 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—\$1.04 per 100 pounds. Montreal to London, Ont., 1,329 miles—\$1.04 per 100 pounds. Montreal to Montreal, 884 miles—\$1.04 per 100 pounds. Montreal to Windsor, Ont., (In territory surrounded by most active water competition), 455 miles—54c per 100 pounds.

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."

In reply to charges "both at public meetings and in the press" that freight

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., 1,329 miles—\$1.04 per 100 pounds.

Mulgrave to Montreal, 884 miles—\$1.04 per 100 pounds.

Mulgrave 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., 572 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—54c per 100 pounds.

Port Arthur to Winnipeg, 458 miles—57c per 100 pounds.

Port Arthur to Battleford, 1,018 miles—54c per 100 pounds.

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, 508 miles—55 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 Tofteld, Alta., 803 miles, practically the same mileage—\$1.16 per 100 pounds.

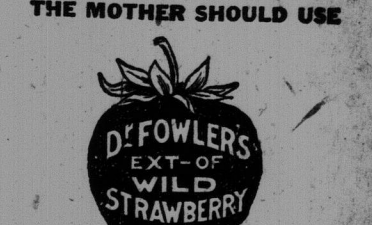
Similar instances were given in respect to plaster, potatoes, salt, bituminous coal, sewer pipes, fresh fish, lumber, iron and steel articles, and pig iron.

### 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.

### When The Babies Are Cutting Teeth THE MOTHER SHOULD USE



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, per-bare, 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 cut 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. Flax, Crochet Cotton, etc.

See window display. (Needlework Section—Ground Floor)

## Autumn Dresses

French Charmeuse, Poiret Twill and Ottoman Faille 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 autumn, beautifully bordered and panelled, in a plain sateen. Prices \$12.50 to \$22.50

Comfortables — "Our own make"—Covered with chintz or satin, in light or dark colorings and filled with best grade of carded cotton. Size 72 x 81 in. Price \$6

## 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.—German street entrance.)

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