

APPENDIX No. 6

‘Referring to the above, Mr. Brown having failed to get his lumber forward, took the train at Saskatoon and came on to this city to endeavour, if possible, to get the authorities here to give such instructions as would be the means of the lumber being sent to him without further delay. When Mr. Brown reached here, he called upon Mr. Cockburn and stated the position he was placed in, through the detention in transportation of his lumber. Mr. Cockburn and myself called upon Mr. Lannigan and stated the unfortunate circumstances in which Mr. Brown was placed through the non-arrival of his lumber. Mr. Brown, on his visit here, and while at Regina, in looking through the yards, discovered that several cars of his lumber were lying on a siding. He at once drew the attention of the Canadian Pacific Railway local agent there to it, and was told that it was out of their power to get the cars so shunted as to take them on by the outgoing train. Mr. Lannigan, on being told of this fact, gave us the strongest assurance that Mr. Brown’s lumber would be sent forward to Saskatoon at once. Mr. Brown returned home, feeling that he would have some relief in this matter, but to the surprise of myself and Mr. Cockburn, some days afterwards a telegram received from Mr. Brown informed us that the lumber was still held at Regina. This telegram was taken to Mr. Lannigan as a reminder that his promises had not been fulfilled.

‘If the railway company, after lumber is manufactured and loaded on cars, fail to get it to its destination within a reasonable time, what chance would there be for the early spring settler to secure his lumber when he required it, provided the same company undertook to supply the same demand from the tree? It would appear to the outsider that the company should first energetically address itself to providing an efficient transportation service, and when that is secured, undertake other industries that promised profit or pleasureable employment.

REGARDING PRICES.

‘In order that the public may see where their money goes, I append hereto statements of four cars of lumber imported by me over the Canadian Pacific Railway. These cars are not selected on account of the small profit shown, but because they cover a wide range of material. I invite Mr. Whyte to call at my office, when I shall be glad to verify these figures and the statements of forty or fifty other cars which would show similar results:—

STATEMENTS.

“C.P.R. car 35, 286 ex., Vancouver, September 19—	
14,262 ft. 1 and 2 fig., at \$35. . . . .	\$499 17
8,217 ft. 1 and 2 fig., at \$30. . . . .	246 51
	\$745 68
Less freight paid. . . . .	178 40
	\$567 28
This car was matched fig. and kiln dried. . . . .	11 35
Two per cent discount. . . . .	
Net returns to shipper. . . . .	555 93
Cost to retail dealer here. . . . .	\$745 68
Cost to consumer—	
14,262 ft. at \$44. . . . .	\$627 92
8,217 ft. at \$38. . . . .	312 24
	\$940 16
Less 12½ per cent discount. . . . .	117 52
	822 64
Net balance for dealer to cover handling, teaming, office expenses and profits. . . . .	76 96