

His statement is as follows:—

MEMO. *re* APPROXIMATE COST OF HAULING WHEAT FROM WINNIPEG TO QUEBEC VIA N. T. RAILWAY

DISTANCE.—Winnipeg to Quebec, 1,350 miles.

GRADES.—Maximum grades 0.4 of 1 per cent except on a comparatively small section where grades are heavier.

TRAIN LOADS.—60 cars with an average capacity of 1,000 bushels give 60,000 bushels of wheat. (60,000 bushels of wheat weigh 1,800 tons.)

COST PER FREIGHT TRAIN MILE.—From Interstate Commerce Commission operating statistics for the ten months ending October, 1920, the cost of a freight train mile over large steam main roads in the United States varies from a maximum of \$2.44 to a minimum of \$1.57, and the average cost of a freight train mile is given as \$1.99.

The above figure, namely \$1.99, covers personnel on the train, fuel, locomotive repairs, engine house expenses, etc., that is all expenses incurred in the running of a train. It does not cover administration expenses, maintenance of the line, maintenance of rolling stock nor profit.

Operating cost of freight train from Winnipeg to Quebec—1,350 miles at \$1.99 . . . . .	\$2,686 50
Cost of freight train returning to Winnipeg (cars empty)—1,350 miles at \$1.99 . . . . .	2,686 50
	\$5,373 00
Total cost of operating train—Winnipeg to Quebec, back to Winnipeg	
Allowance for maintenance of the line, maintenance of rolling stock and administrative expenses, 100 per cent of operating expenses. (Authority Mechanical Engineer's Handbook, page 1219, table 6)	5,373 00
	\$10,746 00
Total cost . . . . .	
Total transportation cost per bushel of grain, \$10,746 = . . . . .	\$0.179 cts
60,000	
Say 17 9-10 cents per bushel.	

NOTE.—In the above figures, trains are travelling back to Winnipeg empty; as no data can be found showing what freight would be available from Quebec westward. It is evident that a certain quantity of freight, probably increasing every year, would be available which would be a clear profit to the line, in excess to the profit made on wheat charges above 18 cents per bushel.

General Tremblay then adds the following observations on the subject:—

“The rate on grain from Georgian Bay ports, Midland to Halifax for example, a distance of 1,215 miles is 21.17 cents per 100 pounds, or say 12.7 cents per bushel (see Grand Trunk tariff C. K. 467). This rate applies over a variety of grades, sharp curvatures, congested track, expensive terminals and, at present, two systems. If the same basis were applied from Winnipeg to Quebec, a distance of 1,350 miles, the rate would be 14 cents per bushel over a non-congested, straight, low-grade track, which is now idle. This would save shippers, the extra elevation, handling and incidental grain losses at the lake ports, also any extra for the rail haul Winnipeg to Port Arthur, and most of the charge across the lakes. The Transcontinental would become the *saviour of the country*, instead of remaining a burden. The St. Lawrence route would be greatly strengthened, and Canadian grain would reach seaboard at less cost than elsewhere, which is very necessary in the present condition of the world's markets.”