

For instance, on 36 ft. 6 in. car, not over 8 ft. high, there would be an increase from Ontario shipping points, i.e., Windsor, from \$180.00 to \$184.00. On the same car, over 8 ft. but under 9 ft. high, the rate is raised from \$160.00 to \$220.80, and increase of 38 per cent. Again, take a 40 ft. 6 in. car, not over 8 ft. the rate is raised from \$192.00 to \$276.00, an increase of 43.8 per cent. One may say—why not take the smaller car and the lower rate? But the cold facts of the matter will demonstrate that these cars are generally not available, and the railways force the shipper to agree to take the larger car at the higher rate. The result would be the automobile men could never tell where they got off at as far as freight rates were concerned, for these would be constantly changing. Selling as they must, at a stated price, their products would be fluctuating up and down according to the size of car supplied them by the railways.

Reason Given for 15 per cent. Increase

Around the actual 15 per cent freight increase centred the main arguments before the commission. The Canadian Pacific was not represented at all, while the Canadian Northern Railway was represented by their chief counsel, Judge Phippen, and the Grand Trunk by General Passenger Agent W. P. Hinton. It is very significant to note the C.P.R. presented no case in Winnipeg. The main argument for the increase was advanced by the C.N.R., and most of this was based on estimates given in a paper by Mr. Hanna, vice-president of the C.N.R., before the Railway Commission in Toronto. It was contended that if prices prevailed in 1918 at the same rate as at the beginning of June, 1917, the additional cost to operate the C.N. lines at the same degree of efficiency as during the last twelve months would be approximately \$6,000,000. The average cost of coal a year ago was \$3.56. Today it is \$5.70. Labor increases would cost \$550,000. The labor bill for the C.N.R. had gone up over 25 per cent, since 1912. During the last year some advances were, rails 70 per cent, spikes 80 per cent, bolts 52 per cent, steel castings 65 per cent, electrical appliances 40 per cent, etc. Locomotives that cost \$25,000 last year would cost \$42,000 nine months hence. Box cars that cost \$950 would cost \$1,600, and flat cars would cost 75 per cent more. Today the C.N. Ry. was hauling coal from Port Arthur almost to the foot of the Rockies on account of the coal strike. It was not in the position of manufacturers, wholesalers, retailers and others, whose prices normally advanced as time went on, but its earnings were based on flat rates set by legislation, and they felt there should be an increase in these rates. The Grand Trunk was in much the same position as the C.N. Ry. A 15 per cent increase in rates would hardly be enough and both railways would probably have to go to the government for their assistance even if such an increase were granted. Indeed, the C.N.R. admitted that they were now preparing to do so. The main arguments against an increase were presented by Roderick McKenzie, for the Canadian Council of Agriculture, by Isaac Pithblado, for the Manitoba government, and by the Winnipeg Board of Trade.

The reply presented by R. McKenzie of the Canadian Council of Agriculture and Isaac Pithblado for the Manitoba government is carried over to the next issue.

Property valued at \$70,000,000 has been taken from ex-Car Nicholas by the provincial government. A commission is also considering whether the properties of the grand dukes and duchesses, worth about \$210,000,000, shall be seized for the benefit of the country. It is stated that the value of all the property owned by the members of the royal house of Russia amounted to \$650,000,000. In addition, Nicholas is said to have on deposit in the Bank of England \$75,000,000, placed there some years ago as a provision for a rainy day. At the time of his death it is estimated that the former Czar had an annual income of \$65,000,000.

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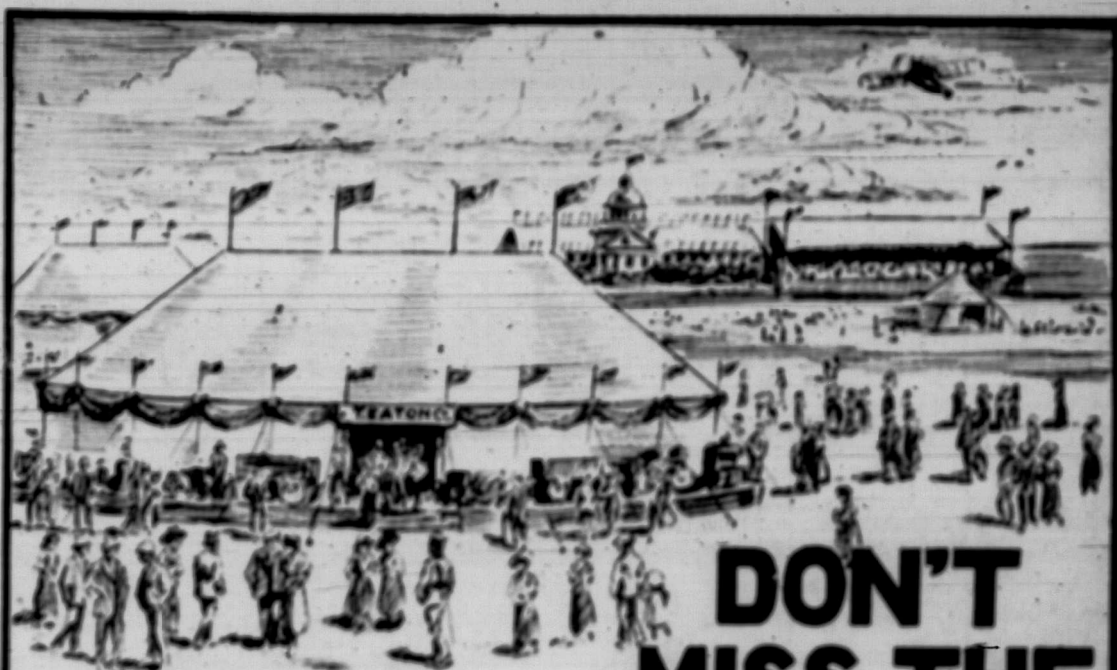


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