

The figures for 1920 are not yet made up, but if the increased cost were in the same ratio, 16 per cent for 2 years would make the cost per train mile, \$2.90. But in 1920, a considerable increase in wages had to be allowed so as to conform to the scale of the United States. So if another 40 cents per train mile were added to cover this, the cost per train mile would be \$3.30.

Assuming that loads could be found for only one-fourth of the cars returning to Winnipeg, the cost of hauling back the other three-fourths empty would have to be added.

The figures would then stand as follows:—

#### COST

1,350 train miles—Winnipeg to Quebec—50 cars at \$3.30 per train mile..\$	4,455
Add cost of hauling back 3-4 of these cars empty. Empty car weighs 1-3 of a loaded car, but say 40 per cent. It would take 40 per cent of the cost of hauling the loaded cars to Quebec, to haul back 3-4 of the cars, empty, to Winnipeg 3-4 of 40 per cent is 30 per cent of \$4,455.. . . .	1,336
	\$ 5,791

Cost of hauling 60,000 bushels of wheat to Quebec and of hauling back 3-4 of the cars empty is 5,791, or 9.65 cents, say 10 per bushel.

Add 30 per cent for profit for the railway.. . . . .	3
	13c

Something might be added owing to the fact that a train of 50 cars of wheat would weigh much more than the average train figured on in the Government report:

Add for this reason 30 per cent or say.. . . . .	04
Total.. . . . .	17c

would therefore seem a profitable price for the railway for hauling wheat from Winnipeg to Quebec.

#### ENDORSEMENT BY QUEBEC HARBOUR COMMISSION

The Quebec Harbour Commission was represented at the sitting of the Railway Commission held at the Court House, Quebec, on the 3rd February, 1921, by:

Major-General Sir David Watson, K.C.B., C.M.G., *Chairman*.

Mr. A. S. Gravel, *Commissioner*.

Brig.-General T. L. Tremblay, C.M.G., D.S.O., C.E., *Commissioner*.

After explanations had been made to the Commission by Sir David Watson and Mr. Gravel, General Tremblay submitted to the Commission a statement which he had prepared with regard to the possibility of bringing grain from Winnipeg to Quebec, over the Transcontinental railway, the figures of which, although arrived at by an entirely different method, and with very severe conditions, confirm in a remarkable way the contentions of the Quebec Board of Trade on this subject.