

them for their action. One gentleman had stated that Mr. Shaw was present to see who were here and report to headquarters and he for one could not afford to run the risk.

Mr. Ashdown continued :

I wish to refer back to the rates on merchandise, New York to Fort William.

EXHIBIT D.—You will find the rate there stated as from New York to Fort William 51c., 44c., 35c., 25c., 22c., respectively for the five classes.

The rates from Montreal to Fort William are 51c., 44c., 38c., 31c., 25c., or a difference in favor of New York on the three last classes of 3c., 5c. and 3c., respectively.

The haul from New York is by rail 300 miles in excess of that from Montreal, and yet this difference is found in favor of New York. As has been stated, grain has largely found its way to the markets of the world by way of Buffalo and New York. It can readily be seen by reference to this that merchandise in the lower classes covering all heavy goods, even where they are not favored in the classification as is the case with sugar, are still by the New York route to the extent of this discrimination, and in consequence Montreal must of necessity cease to a great extent to be the ocean port of this country if that continues.

In dealing with the matter of freight rates I have taken general classes, using tariffs that are in force on the various lines mentioned, giving you the names of the tariffs and the full reference so that my figures can be at any time compared

I have not attempted to magnify in any shape or form the difficulties under which we labor, but I should be failing in my duty as a representative of the Board of Trade if I did not place the matter as clearly and fully as possible before you.

In some of the comparisons made we shall be met with the statement that it is unfair to compare with a place like St. Paul, but if you will for an instant consider that the traffic out