

granted. I would therefore like to place before the Committee the following extracts. The first is from a manufacturer, who states:—

As you are possibly aware, there is a most unjust discrimination against manufacturers situated as we are.

Senator POWER.—Where is he situated?

Mr. ARMSTRONG, M.P. (Chairman).—At Sarnia, Ontario.

As you are possibly aware, there is a most unjust discrimination against manufacturers situated as we are. At the present time, steamship companies will carry freight from Montreal to the head of the Lakes, we are told, at the same rates as we pay from Sarnia to the head of the Lakes. We know for a fact, that there is an existing rate of 10½ cents from Cleveland to Fort William, while we pay 16½ cents from Sarnia. This is one case showing the unjust discrimination made under the present method. Where this affects a manufacturer, such as ourselves, it would avail the manufacturers of the same commodities as we make, down in Montreal or Hamilton, to enter into a competition of territory, which by our natural location, should be ours.

On the other hand, for all freight going east by train, we have to pay a much higher rate over these lines, and we cannot compete with the manufacturer, such as a fence company, in Montreal or Hamilton in its own district, while they themselves can ship their commodity into our territory at the same rates as we ourselves.

Mr. ARMSTRONG, M.P. (Chairman).—I have also a communication dated March 23 from the Ontario and Western Co-Operative Fruit Company as follows:—

It is with a good deal of pleasure we see you are making a strenuous effort to obtain certain amendments or additions to the Railway Act. Our Company is composed of one hundred and fifty fruit growers on whose account last season we handled nearly 350,000 baskets of fruit, equal to about two hundred and twenty-five cars, about half of this going out by Express. From this you will see that this matter is of vital importance to us. We placed the matter before the Councils of the Village of Grimsby, and the Township of North Grimsby, who passed resolutions endorsing the proposed legislation, as you will see by the enclosed copies of the resolutions as passed.

Mr. ARMSTRONG, M.P. (Chairman).—The resolutions following were passed by a Company of Fruit Growers in Western Ontario, and afford a further presentation of the case:—

At present no navigation company which is not owned, chartered or used by a railway company subject to the jurisdiction of the Board, comes under their control. In other words, the Richelieu and Ontario Company operating between Queenston, Niagara-on-the-Lake and Toronto, carries a very large amount of fruit. At Niagara-on-the-Lake there is no protection or shelter whatever for receiving the fruit at the dock, and losses have occurred because of destruction by rain. We have no way of compelling this company to provide a shelter because it is not owned, chartered or used by a railway company that is under the Board's control. The Northern Navigation Company, operating the steamers *Huronic*, *Hamonic*, and *Sarenic* from Sarnia to up-lake ports, have for two years past refused to accept fruit or freight of any kind for Sault Ste. Marie, claiming they have not time to unload same there. This action lost for the western Ontario fruit and vegetable shippers one of their very best markets, because of the natural advantages of getting their shipments there quicker than by all rail. That