

a bitter two years' fight it was conceded to us at Halifax, and later to "Point du Chene, Pictou, Mulgrave, the Sydneys and some other points."

(4) The people of the West (Ontario, apparently), not doing through trade, and not understanding the requirements of the Maritime Province people east of St. John, cannot enter into the feelings of the latter on this question. "We have no faith in the present connections of the Intercolonial at Montreal, and we are determined to have the lines of the Canadian Pacific extended eastward from St. John."

(5) Successive governments at Ottawa have made solemn pledges that the trade of Canada's Atlantic ports should be built up, and to that end wharves and elevators have been built at Halifax and St. John. But ministers of railways are not selected for their fitness to manage railways, nor is the minister's "chief advisor" fitted for such work. Still, "if Messrs. Russell and Tiffin, of the I.C.R. could have a free hand, matters would be improved, as they possess knowledge of the business and industry to apply remedial measures." Meanwhile, in spite of what the Moncton Board of Trade says, the idea of giving the C.P.R. running powers over the I.C.R. eastward from St. John, is growing.

Does any one believe that the C.P.R. or any other company would assume the management of our Government road if it were compelled to give to a rival road running powers and advantages equal to its own? A more feasible proposal would be to give running powers over it to both the G.T.R. and C.P.R., and let the management remain where it is.

As to the charge that the I.C.R. has failed of its purpose to develop trade between the East and West. This was not for want of effort by the management, surely. Let us give some illustrations:

Rates of freight per I.C.R. on products of local eastern factories such as iron and steel goods, sugar, etc., to points west are much lower than any other similar rates made by the Grand Trunk or C.P.R. between any other points in Canada. Freights on bar iron and steel for example, from New Glasgow to Toronto are 27c. per 100 lbs. the distance being 1,151 miles. The rate on same material from Montreal to Toronto is 16c. per 100 lbs., the distance being 333 miles, almost double the relative charge. The rate on sugar from Dartmouth to Toronto, 1,170 miles, is 25 cents per 100 lbs. The rate on the same commodity from Montreal to Toronto is 15c. per 100 lbs., distance 333 miles. Again, the rate on pig iron from Sydney, C.B., to Toronto is \$4 per gross ton, distance being 1,322 miles. The rate on pig iron, Montreal to Toronto, is \$2 per gross ton, distance 333 miles. These are the current rates in car-load quantities at date of writing. Less than car-lots being rated pro rata from and to the same points. Now we think such rates have induced some business and assuredly they have encouraged manufactures. As against Mr. Chipman's charge about the expensive conduct of the road, its lack of rolling stock, etc., we quote the opinion, expressed some months ago, of a competent railway man who was asked to inspect it: "The staff, I consider, is equal to that of the G. T. R., and the roadbed admirable. The rolling stock is in my opinion quite as adequate as that of the average trunk line."

Clause 3.—As to rates on flour for export. The lowest summer rate we can hear of on enquiry in Ontario is 34c. per barrel, Ontario to St. John, instead of 27 and 29c. as he states it, while the local rates, per lake and sail, were 30c. per hundred pounds, which

is equal to 50 cents per barrel. But be this as it may, the railway tariffs published for some years past show that tolls on flour from Ontario points to I.C.R. points have invariably been based so as to meet competition via Boston, and prevailing ocean rates thence to ports in the lower provinces. And this by right of necessity. The United States railway systems, notably the New York Central and its connections, which control hundreds of miles of track in Ontario, made rates which neither the C.P.R. nor the G.T.R. was in a position to change. Nor was it the C.P.R. that controlled the situation or could be said to have alone relieved it for Canadians of the far East.

The meaning of Clause 4 is scarcely intelligible. So far as the western connections of the I.C.R. are concerned, which Mr. Chipman "has no faith in," it would seem to be merely a question whether, to reach the Maritime ports, freight should go by the new Victoria bridge or by the new C. P. R. bridge near Dominion. And as to passengers, they would likely prefer the northern Canadian route by reason of the magnificent scenery with which the Intercolonial abounds.

As to running powers given by one road over the track of another for through traffic purposes, such a concession does not convey, and never is intended to convey, the right to control local traffic. And so, for example, the C.P.R., which has running powers over Grand Trunk tracks to Hamilton, cannot take a pound of freight from Bronte to Oakville. Similarly, if the C.P.R. were given by the Government railway running powers for through east-bound freight, it could not carry a piece of freight between Moncton and Truro.

It is gratifying to find Mr. Chipman, who appears to have an especial grudge at railway ministers and their advisors, praising the ability of Mr. Tiffin and Mr. Russell, of the Intercolonial staff. On the testimony of many besides him we agree that they deserve praise for doing their work well. But Mr. Chipman has perhaps never asked of them impossibilities, such as he expects the people or the railroads of the West to do. Mr. Chipman seems unhappily full of a wrong-headed bitterness which will hardly help his cause...

## BEET SUGAR MAKING.

The beet sugar question has been long and seriously debated in Berlin and neighborhood, and the stage has been reached of the formation of a company which has subscribed half a million of capital, appointed a manager, and is now engaged in letting construction contracts for a \$500,000 plant. Furthermore, the town of Berlin has voted the company a substantial bonus. From all we can learn, the Berlin and Toronto people who have interested themselves in this enterprise have taken much pains to get information as to the requisites for success in sugar beet growing and beet sugar making. And we are of the opinion that their scheme possesses some advantages, leading to a justifiable hope of success, which some of other similar ventures projected in Ontario do not possess, at least in the same degree.

Experience has shown that to grow the sugar beet successfully several things are required. A peculiar soil—for not every farm will grow sugar beets—ade-