

to Montreal is keen there are still such as from Stratford to Montreal 80% advance, and from London to Montreal 101% advance, and the fact of the rates from these points being much on the same basis, as where water competition exists, shows that the tremendous advance on eastern rates is not varied to any extent by the competition spoken of.

EXHIBIT F.—Rates on fire wood, green and dry. There has been some difficulty in comparing rates of this article with other roads, because of the fact that there does not appear to be any generally adopted scale of tables between dry and green wood or between different kinds, some naming wood as poplar, tamarac, etc., whilst others make the distinction between soft and hard, leaving it as a matter of discretion as to what was hard and what was soft, or dry or green. However, the amount of fuel used in this country being so large and it being but natural that this should be taken into consideration in establishing rates, I have thought well to compare with those on the Northern Pacific Railway, and on these rates we pay an advance commencing at 33 and 1-3% at 50 miles; 16 and 2-3% at 200 miles; and an average advance on the five points named of 23% for dry wood and 25% for green. At the six points named there is advance over the G. T. R. of dry 13% and green 40%.

And in connection with this I might call attention to the fact that it is often a hardship for a dealer to leave his wood by the side of the line. He cannot dispose of it there and it is subject to the danger of fire. As a matter of fact a large quantity has been destroyed during the past season between here and White-mouth.

Q. Does the Northern Pacific rate apply to their road in Manitoba?

A. I believe it does. Even did it not apply to Manitoba it would still be an injustice that we should be compelled to pay a higher rate than Minnesota and Dakota.