

ever, that there shall not be a higher charge for a short than for a long haul on goods of the same kind going in the same direction under similar conditions, the shorter being included in the longer haul. But this restriction, which is found substantially as here given, in the railway statutes alike of Canada, England & the U.S. may be suspended when circumstances warrant. It very seldom happens that the C.P.R. & G.T.R. violate the long & short haul provision. They never violate it deliberately or with intent to prejudice the Canadian shipper. Occasionally a fierce rate war at Chicago forces rates down to an abnormally low level for a week or two, & the rates on Canadian freight are not reduced in proportion, simply because to do so would demoralize business. These exceptions barred, the charge for Canadian traffic on those two lines is never higher than the charge for U.S.

The Globe fancies, however, that it can show that they do discriminate against Canadian traffic by citing the fact that the export cattle rate from Chicago to Boston over the G.T.R. is \$56 a car, while the rate from Listowel, Ont., is \$64.

Listowel is not on the through line between Chicago & Boston; it is on a branch; consequently the shorter haul from there is not included in the longer from Chicago. It is one thing for the G.T.R. to obtain train loads of cattle at Chicago day after day, & quite another to bring a carload or two at irregular intervals from Listowel to the nearest main line point. The through rate from Chicago is forced down by the competition of U.S. roads;

the G.T.R. must meet the lowest rate or lose the business. If it lost the business it would have to come down upon Listowel shippers for higher rates. The question, then, really comes to this:—Is the rate from Listowel reasonable in itself? Similar cases have been decided by the Inter-State Commission at Washington. In the Humboldt case, in 1892, Humboldt complained that the rate on sugar from San Francisco thither was 85c. per 100 lbs., while to Kansas City it was 65c., although Humboldt was nearer, but not on the through line. Held, "that the reduced rate to Kansas City being forced upon the carriers by competitive conditions beyond their control, & the rate to Humboldt not being unreasonable in itself, but lower than it would be except for the influence of the competitive conditions, & it not appearing that substantial injustice results from the higher rate at Humboldt, the lower rate to Kansas City & the higher rate to Humboldt are not deemed to be in contravention of the statute."

The Listowel case cannot in fairness, then, be adduced as proof that the C.P.R. & G.T.R. wilfully discriminate against Canadian traffic, except on rare occasions, when the competition at Chicago, over which they have no control, is unusually severe.

If, however, the G.T.R. & C.P.R. deserve condemnation on this account, a fortiori, the Globe ought to condemn the Intercolonial, a road built with the money of the Canadian people, which is a worse sinner by a good deal, since it is not under the necessity of carrying U.S. traffic in order to earn dividends. There is no published rate on wheat from

Parry Sound to St. John via the Canada Atlantic & Intercolonial, but I am informed on good authority that U.S. grain has been carried between those two points this winter for 6c. a bushel. As, technically speaking, the Canada Atlantic originates the traffic and hauls it as far as Montreal, nearly 400 miles, the Intercolonial must get considerably less than 6c. for hauling it from Montreal to St. John, 740 miles. Yet the Intercolonial rate on Canadian wheat originating at Montreal, & going to St. John, exceeds 6c. Here is discrimination with a vengeance—discrimination not against a place on a branch, but against a place on the through line, which is none other than the commercial metropolis of Canada.

In reality no one who understands the railway business blames Mr. Blair. He has elevators & steamships to fill at St. John, & must get U.S. grain in face of the strenuous competition of U.S. seaboard routes, at rates so low that it would be impossible without serious loss to handle Canadian grain at intermediate points for the same figure. His position is identical with that of Mr. Shaughnessy & Mr. Reeve. Yet these two men, managing roads built with private capital, are pilloried as a brace of despots who compel the Canadian shipper to speak low & in a bondsman's key, & fleece him into the bargain, while Mr. Blair is lauded by the Globe as the shipper's friend. And it is actually suggested by Mr. Blair himself that he should extend the Intercolonial to Parry Sound to enable him to carry U.S. grain at a still lower rate!

Thus, as said at the beginning, trial by

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