

## APPENDIX No. 5

*By Mr. Douglas:*

Q. Just on that point. Did the Railway Commission ever take into account that Calgary is being discriminated against from the Western shipping points.

A. The Commission have not had this question before them. They have never received any complaints about the comparison between these rates.

Q. It looks ridiculous on the face of it that there should be a higher rate on apples going to Calgary than on apples going into Winnipeg from the same territory.

A. It is out of the rate zone.

Q. It is only the run up from Lethbridge, which is a very short run.

A. The difference is only five and ten cents.

Q. I know, but the difference between Winnipeg and Calgary is something like 800 miles.

A. You ask why they should charge a higher rate to Calgary than to Lethbridge and Medicine Hat?

Q. Yes, into Winnipeg. Is that justifiable?

A. That is a matter for investigation. The railways have applied this rate to strictly intermediate points.

*By Mr. Armstrong (Lambton):*

Q. Do I understand you to say that the fruit growers did not place their requirements before the Railway Commission?

A. No, sir. In answering the question I said that complaint as to the differences between these rates to the West had not been laid before the Commission.

Q. You do not make the statement that the fruit growers did not place before the Commission a number of their complaints?

A. That they did not place before the Commission their complaints?

Q. That they did not place before the Commission a number of complaints in regard to the rates and stop-over privileges, and a number of other things they require. I was wondering whether you took that position or not.

A. No, I was answering the question about these particular rates. What I say is, that the matter of these apple rates to the West has not been brought before the Board, except as part of a general rate enquiry which is being undertaken now. The Board, about 12 months ago did reduce the rates to the West generally, and a general inquiry is now going on. The difference between the American and Canadian rates to the Canadian West has never been brought before the Board as such. There has been no complaint that the American shipper has the advantage in that regard.

*By Mr. Wright:*

Q. Has the Railway Commission any control over the rates that are in vogue at Washington, or other United States points, with respect to shipments into Canada?

A. Only over the Canadian portion of the rates on such shipments.

Q. Take the 75 cent rate on shipments from points in Washington and Oregon States to Lethbridge, and thence into Winnipeg. What control would the Railway Commission of Canada have over that rate?

A. The Board would require the Companies to file a statement of their system of apportioning the rate, and would then determine whether the Canadian portion was reasonable or not. If the through rate from an American point to Canada is attacked, the Railway Commission of this country can only act with respect to the Canadian portion of it. That would depend a great deal upon the mileage.

Q. We have a parallel case in the shipment of grain from the West. I understand the railway gives the same rate to Sudbury as to Morrisburg, four hundred or five hundred miles farther East. They have a blanket rate, as you say, all over Ontario. I suppose the rate is accepted by the Railway Commission as being the best