

Rates on export traffic must be published & filed in accordance with the provisions of sec. 6, of the Act to Regulate Commerce.

So-called through export rates made by adding the ocean rate, whatever it may be, to the inland rail rate, whatever it may be, are not analogous to joint rates made by joint arrangement between railway carriers, subject to the statute in the sense that the total rate must be published & filed & it is enough if the railway carrier publishes & maintains its own rate to the seaboard. But if there is in fact such a joint arrangement that the rate is a joint rate under the 6th sec. of the Act to Regulate Commerce, then the entire through rate should be published, & not the inland division, which in that case might vary while the entire rate remains the same.

The G.T.R. was represented by its General Manager & General Traffic Manager, & the C.P.R. by its Freight Traffic Manager.

Passenger Rate Troubles.

August was a month of scares in passenger rate matters. Early in Aug. it was announced that on account of the refusal of the Michigan Central & Lake Shore lines to cease selling tickets from the West to Portland, Me., & return via Boston at reduced rates, & the consequent refusal of the G.T.R. to stop selling cut rate excursion tickets to Boston, the Erie had decided to break the recently adopted passenger schedule & withdraw from the Chicago & Boston business. This was followed by the Erie announcing a rate of \$18.45 for the round trip between Chicago & New York. There was previously no round trip between the two cities, the standard one-way rate being \$20. The rate made by the Erie was, therefore, less than a single fare. Corresponding rates were made from intermediate points to New York. General Passenger Agent Ussher, of the C.P.R., when interviewed in regard to the cut, said the report that a serious rate war, into which the C.P.R. & G.T.R. Co.s were likely to be drawn, was largely the result of the brilliant imagination of Chicago newspaper men. The report became current because the Pennsylvania lines announced a special rate between Chicago & Philadelphia of \$16.45, & the Erie Ry., in order to retain its New York & Chicago business, met this cut rate by a reduction in the rate between Chicago & New York from \$20 to \$18.45. It transpired that the special rate made by the Pennsylvania lines between Chicago & Philadelphia was only for an excursion of the Grand Army of the Republic from Chicago to Philadelphia, & remained in force only from

Sept. 1 to 4. The Erie road, in order that this special rate might not interfere with its Chicago & New York business, made a corresponding cut in its rates from \$20 to \$18.45 on Chicago & New York business. It was quite understood, however, that both these rates were for the limited period mentioned only, & would not in any way disturb the general tariff of rates on the U.S. lines generally. The Canadian lines were, of course, not in any way affected. The entire report, in fact, was the result of a misunderstanding of facts.

General Traffic Manager Reeve, of the G.T.R., said in an interview: "We are sorry to see the reduction of rate between Chicago & New York & Philadelphia, & I believe it will go far towards abolishing the reduction of rates generally to conventions, more particularly to the Grand Army of the Republic & the Christian Endeavor Society. Not that we think these associations are in any way responsible for the general demoralization that takes place in connection with the reduced fare, but because certain railway companies make that the excuse for all kinds of what used to be called, fifteen or twenty years ago, sharp practices, but which are now considered by the standard lines to mean the quintessence of stupidity. But we believe that the action of the so-called standard lines at the present time is not so much to meet competition in connection with the Grand Army fares to Philadelphia as to be a cloak for them to take action as against the differentials that have been prevalent by the so-called differential lines for many years past, & which were awarded to those lines by arbitration & with the consent &, therefore, by the agreement, of the standard lines. In other words, they are trying to take away from the weaker lines in an underhand way what they virtually agreed to allow them to retain. Our position—I am speaking of the G.T.R.—is one of strict conservatism, as we consider ourselves the strongest of the differential lines, & therefore we will not meet any reduction until the differential lines take the initiative. We will then join them & stay by them, reserving our differential as long as there is anything left to enable us to do so. That will continue to be our policy until the differential is taken away from us by the same power or through the same source as it was given us."

The differential lines are the G.T.R., Baltimore & Ohio, Wabash, Erie, New York, Chicago & St. Louis & Chicago & G.T. The Panhandle is not admitted to be a differential line. The standard lines are the Lake shore, Michigan Central, the Pennsylvania, in other words, the Vanderbilt systems & the Pennsylvania.

Passenger Traffic Manager Kerr, of the C.P.R., who returned to Montreal Aug. 29, after spending some days in Chicago, said he did not think it likely that a general rate war would be precipitated as a result of the trouble with regard to fares to the G.A.R. convention at Philadelphia. The Erie made cuts in rates based on their claims as a differential road, & these cuts were met by other lines, whose action for a while threatened serious complications. He thought it would be very poor business for any road to start a cutting of rates during such a time of great business activity, when there was traffic enough for all, & the only question was one of sufficient accommodation to handle what was offered.

The Wabash, Michigan Central & other lines cut down to \$15.15 for the return trip to New York but limited the going trip from Sept. 1 to 4 & the return to Sept. 30 & it is expected there will be no further trouble. All the roads have united in appointing a joint agent in New York to handle all tickets & execute them for return trip. It looks altogether likely that cheap tickets will not constitute any sort of harvest fee for the scalpers, in spite of their cheapness. The tickets which the Wabash is issuing, for instance, are almost as rigid as could be made without having a photograph of the purchaser on them. They describe whether the purchaser is medium, slight or stout in size; tall, medium or short in height; male or female, & with light, dark or grey hair, besides bearing an autograph signature. On the Michigan Central the tickets will not be good east of Buffalo on the limited, but they will be good on all trains on the Wabash.

On Aug. 24, the Chicago, Milwaukee & St. Paul Ry. gave the following notice of withdrawal from the Western Passenger Association: "Rival lines, not members of the W. P. Association, namely, the Chicago Great Western, Wisconsin Central & Minneapolis & St. Louis roads, have been demoralizing rates, securing traffic to which, we think, we are entitled. We expected to be protected from such competition by the W. P. Association, but finding that we are not, we have decided to withdraw from the Association in order to be free to meet the competition of rival lines in the manner that may seem best to us. If the Great Western, Wisconsin Central and the Minneapolis & St. Louis roads will join the W. P. Association & abide by its rules, we will renew our membership immediately. While withdrawing from the Association & refusing to be bound by its articles of agreement, we have not severed our connection with the clergy, mileage or immigrant bureaus of the Association, & do not propose to do so."

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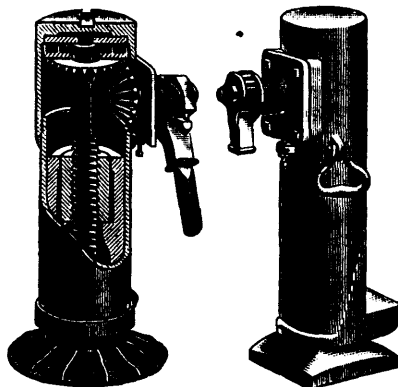
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