

In this connection I might say that there is a difference in the classification between some of the heavy goods, as affecting New York and Canadian shipments; Sugar, for instance, being brought from New York as far as Fort William as 6th class, while from Montreal it comes as 5th class; and the practical effect is that from New York the rate on sugar is 66c. to Winnipeg while from Montreal it is 73c.

Again, from Montreal to St. Paul via Chicago, 1283 miles, the rate is the same as Montreal to Fort William, 998 miles. Thus the charge to Fort William can in no case be said to be too small, and yet for carrying over the remaining 424 miles to Winnipeg the charge on 5th class is as before mentioned 47c. or a considerably greater amount for only 42 1-2% of the distance.

Now, Mr. Chairman, there is one article which is not grown in our country and which has been shown to be a necessity from the fact of it being very extensively used. I allude to apples.

EXHIBIT E.—By reference to this table it will be seen that a comparison with a few points in Minnesota has been made. Commencing with a distance of 61 miles we pay an advance on the Minnesota rates of 20 per cent.; and at a distance of 128 miles 50 per cent.; at 420 miles, Chicago to Minneapolis, 30 per cent. advance, and on the five points named an average of 30 per cent.

As stated before, however, our principal comparisons must be with our own road in the East; and taking it in that way we find that we pay an advance on Eastern rates ranging from 90 per cent. at 67 miles to 125 per cent. at 127 miles; and of 130 per cent. to 155 per cent. at 280 miles.

Our tariff is not by any means uniform. These last are two points at an equal distance. We pay an advance of 120% at a distance of 558 miles, or taking an average of the 9 points named, an advance of 113%, or something over twice and one-eighth times as much for a similar service; and allowing for all that can be said as to points where water competition

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