

To begin with let us eliminate the "know it can't be done type", Let us also eliminate the traffic affairs who are making rates, predicated before using, small coal cars, box cars, old weak locomotives, with small train loads--or mixed train loads, with a few cars of coal to fill up the tonnage.

It is I think clear, that, the problem, is one, that demands that the equipment, from begining to end shall be adequate to handle the tonnage at the lowest possible cost, but not at a price that the railway will suffer.

The appalling figures of our coal and coke imports show that it is well worth while to take steps to stop this drain on our earnings. In the four years 1919, 20, 21, 22, we imported 75,381,359 tons of coal at a cost of \$320,232,459.00. In addition, we imported 2,237,855 tons of coke at a cost of \$18,558,468.00. Incidentally, had the tonnage of coke been made in Canada, the bye-products would have been worth not less than the cost of about 700,000 tons of coal. The average cost per ton of the coke was \$8.29; the average cost per ton of coal, all grades and sizes, \$4.25.

The average earnings per freight train mile on the Canadian National Railways for the year 1922 was \$4.29; for the Canadian Pacific \$5.41. As coal is in the low class, 10th class I understand, it ought to be satisfactory to the Railway Company, if permitted to earn its average rate on all train load coal.

Before giving any coal figures, as to what may reasonably be expected from our railways, it is necessary to show what is being done elsewhere. The Virginian Railway has very favorable grades in favor of the load, but not to any extent superior to the National Railways, C.N.R. and C.T.Pac. Freight cars for coal trade flat bottom Gondola cars, capacity 218,000 lbs.--963 in use--also smaller tonnage cars, Locomotive, largest size 10 of 2-10-10-2 type traction effort 147,200 lbs.-- also 20 of 2-8-8-2, traction effort 101,500 lbs. Also smaller engines. The record was broken on Wednesday, May 5th, 1921. On that day a train of 16,000 gross tons of coal, 10,000 tons was hauled. The regular train loads are however 8,000 to 9,000 tons. The Norfolk and Western Railway is using 100 ton cars in solid trains and transporting coal very cheaply. To quote from a letter from Mr. Chas. E. Hix, Vice President of the Virginian Railway dated 19th, 1921:

"We have fourteen miles of .6 of 1% grade against the loaded movement over Allegheny Mountain. The maximum grade other than this in the direction of loaded traffic is .2 of 1%. We have two sections of 1 1/2% grade, one eight miles in length and one eleven miles in length, in the direction of the empty movement.

The rate per ton per mile on coal is six mills, and the reason of the good earning power is because of the ability to handle the heaviest train haul of any railroad in the world.

Yours truly,  
C. E. Hix, Vice President.

The maximum adverse grade on the National Railways, old Canadian Northern, C.T. Pacific - certain sections of the Grand Trunk is 4/10 of 1% - going west the maximum adverse grade is 6/10 of 1%.