

road man to understand ; but it appears to be plain enough that the larger differences appear mainly in the longer hauls, so that we do not find the benefit spoken of in that direction.

Through wheat, grain and flour, including everything except coarse grains which are not exported to the east on account of excessive charges, the rates are, however, placed on a through haul at 4c. less than wheat.

As I before stated I do not intend to go exhaustively into this question, as other bodies will deal with them ; but I cannot conclude my statement without a reference to the subject on account of their very great importance to this country,

Take the rate from Winnipeg to Toronto as against that of Chicago to Portland. It will be seen that the charges are 27c. and 45c respectively, or 10.8c. against us ; that is all rail.

From Oshawa, via the Intercolonial to Halifax as against Winnipeg to Carleton there is a difference of 13 1-2c. a bushel against us. I would call attention particularly to this, as the rate from Oshawa to Halifax is fixed in conjunction with the Government of Canada as owning the last railroad and consequently must be a fair rate, in their opinion, for the service rendered.

Comparing Winnipeg to Toronto as against Sarnia to Fred-ericton, the difference is 11 1-2c. a bushel.

From St. Paul to Montreal as against Winnipeg to Toronto the difference is 6c.

From Boissevain to Montreal as against Minneapolis to New York 7.8c. per bushel.

From Virden to Montreal as against St. Paul to Boston, Chicago or Soo Line is 7 and 1-5c.

Winnipeg to Halifax as against St. Paul to Halifax via Chicago 10 1-2c.

And now let me call your attention to the last item mentioned, namely, from Calgary to Port Arthur. This is a purely ornamental rate, useful only to talk about as no grain is handled from the Calgary district to the east.