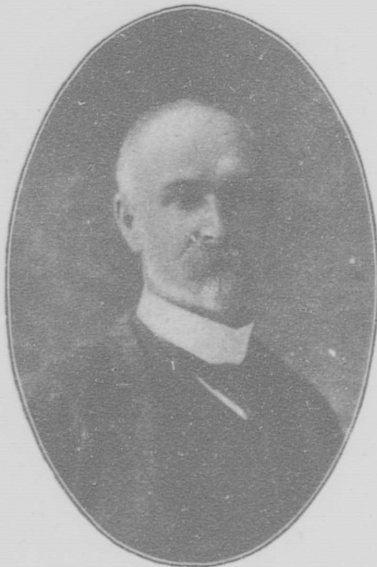


of thing must be to make farming in the Western States, so far as transportation facilities and charges control in these matters, more profitable than here; and if that is not a piece of national folly I do not know what would be so characterized.

Not only is there discrimination but there is overcharging as well. While prices of sugars, clothing and merchandise generally have been cut in



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half of late years passenger rates by rail remain at the same figure as they were 50 years ago and freight rates are very much the same. Sugars and clothing have been reduced in price because the cost of production has been lessened and competition has prevented manufacturers from keeping all the benefits of the reduction to themselves. Reductions have taken place in the cost of freight service also but the people have not obtained the

advantages therefrom they should have received. A freight train of today can haul three times the freight that was hauled by a freight train of twenty-five years ago and steel rails can be bought at the present time at about one-seventh the price ruling thirty odd years since; but absence of competition, and failure by Government to exercise control, have prevented the producers of traffic from getting the full benefit of the reduction in cost of transportation, and to-day charges for the service are out of proportion alike to cost of the service and the returns received by producers for the goods carried by rail. The Grand Trunk last season charged Niagara fruit-growers over \$600 for hauling twelve cars of fruit to Montreal, although this amount of freight was furnished by the growers every day and the goods formed part of a general freight train, and were carried to their destination in 36 hours. These same growers found that out of every \$3 worth of fruit sold in Montreal at least \$1 was taken in freight or express charges for carrying it there.

Our rates, again, bear no comparison whatever to rates charged on American roads, where public control has forced a reduction. The rate on wheat from Collingwood, Tara, Elmvale, Port Elgin and Paisley to Montreal is about the same as the rate charged on American lines from Chicago to Liverpool. The rates on American lines are so much lower than here that certain manufacturers at Pittsburg, in competing with Toronto manufacturers for the trade of Vancouver, find the freight rate in their favor practically offsets the protective duty of 25 per cent. in