

In comparing Fort William to Winnipeg with Chicago to Stratford, we pay an advance of 120% on 1st class goods; 180% on 4th class goods; and 170% on 5th class goods. Or, in other words, we pay from 2 and 1-5 times to 2 and 3-4 times as much for carrying an equal distance.

The same comparative figures are shown in the case of Winnipeg to Calgary as against Chicago to Montreal, and Toronto to Winnipeg as against Chicago to New York. In case, however, it may be contended that for some inscrutable reason east bound freight should be charged less than west bound we may compare Fort William to Winnipeg as against Chicago to St. Paul; and in that case we find that we pay from 53% advance on 1st class to 135% on 5th class, or in other words 1 1-2 times to 2 1-3 times as much for equal distance.

Referring to the rates from New York to Fort William namely 51c. 1st class, 44c. 2nd class, 35c. 3rd class, 25c. 4th class. and 22c. 5th class.

By Lake and Rail goods are brought from New York by rail, then by the C. P. R. to Owen Sound, or a total distance by rail of 758 miles; then transferred to the boat and brought 1000 miles by water for the rate mentioned.

On the C. P. R. by its Lake and Rail route goods are brought from Montreal to Owen Sound, 460 miles by rail, transferred to boat and brought 1000 miles by water for 51c. 44c. 38c. 31c. and 25c. respectively.

Thus it will be seen that those goods coming from New York to Fort William are brought by rail 300 miles longer distance than those going from Montreal and the rate from the latter point being higher than the New York rate can in no manner be said to be too low.

Reverting to the 5th class as an instance; while 25c. is shown to be ample to bring them to Fort William, 47c. is charged for the remaining 424 miles to bring them from that point to Winnipeg, or nearly double the amount for 40% of the distance.