

Revenue Higher, Expenses Lower on Western Railway Divisions

Ottawa, Jan. 7.—That while the western divisions of the C.P.R. showed greater average earnings per train mile than the eastern ones, operating expenses in the west, with the single exception of the British Columbia division, were, as a rule, lower, was the basis of a case presented by the government in the resumption of the inquiry into western freight rates before the railway commission this afternoon.

Although the government initiated the presentation of its case against high western rates on freight, that of the railways has not yet been concluded, four more witnesses, it is announced, still remaining to be called.

A feature of the afternoon's session was the charge, made by counsel for some of the many organizations interested in the government side of the case, that in the Vancouver rate case the C.P.R. had employed a statement dividing operating expenses between passenger and freight sources per mile, while in the present one they furnished no such statement and even attacked its value. W. E. Moule, assistant auditor of the C.P.R., went so far, this afternoon, as to assert that any method of arriving at this which might be used would probably produce a result "a few millions" out.

The usual large array of counsel representing the railroad for the provinces of Saskatchewan, Alberta and British Columbia, Winnipeg Board of Trade and other organizations, was present.

Revenue from West

H. W. Whitla, K.C., commenced the government case, by reading a statement containing returns produced by the C.P.R. pursuant to the request of the government counsel. These returns dealt with such matters as the average tons of revenue freight per loaded car mile, average distance of each ton of revenue, freight hauled, divisional and other earnings, land sales, operating expenses, etc.

Among the matters on which Mr. Whitla laid particular stress was the total operating revenues for the different divisions, which were as follows, for 1911:

Atlantic division, \$3,049,291.15; eastern, \$12,384,880.32; Ontario, \$11,059,879.47; Lake Superior, \$11,939,312.42; Central, \$24,496,809.44. In 1910, the last year of which there was record, Western, \$21,028,882.43; Manitoba, \$24,182,760.47; Saskatchewan, \$9,190,327.98; Alberta, \$16,205,972.05; British Columbia, \$9,463,641.98. Calculated per train mile, the statement indicated that the Alberta, Manitoba and British Columbia divisions earned the largest amounts per train mile. This was also largely true of freight revenues.

East Costs Most

As regards operation expenses per mile of line, however, the eastern and Ontario divisions were higher than any of the western sections, except the British Columbia division. The figures were as follows:

Atlantic, \$4,325; eastern, \$6,798; Ontario, \$7,142; Lake Superior, \$6,366; central, \$4,697; western, \$5,588; Manitoba, \$5,516; Saskatchewan, \$4,054; Alberta, \$6,368; British Columbia, \$7,485.

Similar statements covering the G.T.P. and Canadian Northern were also put in.

Empty Car Mileage

"Empty car" mileage was more evenly distributed in the west than in the east, Mr. Cowan elicited. He examined the witness closely with regard to a statement showing the number of "empty car miles" to 100 "loaded car miles." For 1911 it showed that the number of empty car miles were distributed as follows:

Atlantic, eastbound, 9.75, and westbound, 45.25; eastern, eastbound, 12.84, and westbound, 44.77; Ontario, eastbound, 11.67, and westbound, 58.52; Lake Superior, eastbound, 59.09, and westbound, 19.99; central, eastbound, 28.67, and westbound, 26.89; western, eastbound, 19.05, and westbound, 38.89; Manitoba, eastbound, 46.29, and westbound, 17.52; Saskatchewan, eastbound, 50.28, and westbound, 17.07; Alberta, eastbound, 28.45, and westbound, 32.79; British Columbia, eastbound, 9.61, and westbound, 45.63.

No statistics showing with absolute accuracy or even approximate correctness

expenses divided between passenger and freight operations could be compiled, testified Mr. Moule. Millions of dollars of difference could be made by using different systems of dividing expenses between passenger and freight.

Railway's Change of Front

Isaac Pitblado, for the Winnipeg Board of Trade, also examined him with particular reference to this point. In the Vancouver rate case, Mr. Moule testified he had divided expenses between passenger and freight, but in this case he had not attempted to do so. Some discussion

ensued in regard to this. Mr. Pitblado desiring to know why this method, now attacked by the railway, had been used by it in the Vancouver rate case.

POULTRY AND SHEEP REVIVAL IN ALBERTA

Edmonton, Jan. 6.—The offer of the department of agriculture to distribute mail birds free to farmers who will keep pure-bred poultry is being taken up with alacrity, requests for birds being received by almost every mail. The orders for chicks are coming in very rapidly, and despite the fact that the department will have a 2,400 egg incubator working on the provincial poultry farm on the south side; and that the number of chicks which can be supplied to any one person is limited to 50, it is doubtful whether

the demand, which is indicated by orders so far received, will be met.

A car-load of 1,000 pure bred birds for the south side poultry farm is being shipped from Montreal this week.

123,000 Sheep Imported

The number of sheep brought into Alberta last year numbered 123,000. Of these 75,000 were placed on the farms for breeding and feeding purposes. While the customs returns show 48,107 sheep imported for consumption, the value placed upon the latter by the importers being \$1.72 per head. The number of sheep imported for consumption into British Columbia last year was 159,836, the value placed upon these being \$1.55 per head.

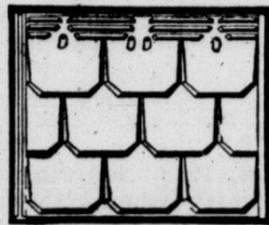
Alberta exported less beef cattle this year to the old country than last year, most of the beef going to Chicago.



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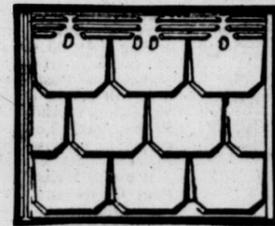
Mr. Farmer! Would you buy a horse from a man a thousand miles away—a man you did not know personally, on a mere paper guarantee? Certainly not. When you buy a horse you judge him yourself. You don't buy him on any paper guarantee, you buy him on what you know about him.

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