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THE EVENING TIMES-STAR, SAINT JOHN, N. B., WEDNESDAY, APRIL 7, 1926

COL. RALSTON CITES CASES AT MONCTON

Continued from Page 1

equalized the differential enjoyed by Boston.

One of the reasons for the rate differential for the American eastern shipper, continued Col. Ralston, was to enable him to meet the competition to which he is subjected. This differential is long standing and although subject to several investigations has been rendered sustaining the principal, as these rates were necessary to protect New England industry.

BLAMES G. T. POLICY

Referring to the differential granted New York by the Canadian National, Col. Ralston laid the blame largely on the policy of the old Grand Trunk, which had a terminal at Portland. Speaking of differentials, he said we had these in Canada and we had them in the Maritime Provinces until May 15, 1912.

Between the points of Saint John, Halifax and Sydney and Montreal we once enjoyed a differential of six cents. But in May 15, 1912, this differential was wiped out. The rate between Halifax and Montreal was 50 cents. This was raised to 56. A like increase wiped out the differential between Saint John and Sydney to the port of Montreal.

Col. Ralston corrected this statement by saying that it was the rate from Montreal east, which was changed but the effect was the same in that the advantage enjoyed by these Maritime ports was wiped out.

REFERS TO TRADE LOSS

Commissioner Oliver asked if Col. Ralston could furnish any evidence to show the effect of that changed rate. He replied that this would be very difficult since the war, and its disturbances upset the regular course of affairs. But he referred to the loss of trade as manifested in figures previously given to the commission showing the loss in percentage of Maritime industries and in the number of hands employed by these industries.

Dealing with the class of commodities going west from the Maritime Provinces to Quebec and Ontario including ocean imports. He contended that westbound products were low class and that eastbound products were high class.

He showed that practically every commodity shipped from the Maritime Provinces was competitive. To illustrate the working of blanket rates, he cited points North Bay, Ontario, showing that mileage did not entirely control the freight paid, since there was a differential in the Ontario blanket rates just cited of 225 miles, yet the freight rate was the same.

BLANKET RATE NECESSARY.

Col. Ralston then maintained that the Maritime provinces should be granted a blanket rate. When asked what mileage would be required, he said it might be as much as 400 miles. But he pointed out that there was at the present time a New Brunswick blanket rate which was about 400 miles, and that the concession suggested was to extend this blanket further east.

In answer to one of the commissioners, Col. Ralston explained that what was suggested to the commission was that the rate from Saint John to Montreal should be the same as the rate from Toronto to Montreal. The present rate to Montreal from Saint John was 100%, while from Toronto to Montreal it was 85%. From Saint John to Toronto the rate was 115, making the additional rate from Montreal to Toronto 14%. We ask that the rate from Saint John to Montreal should be 85, and to Toronto 85, plus 14%, making 99%.

PROPORTIONATE RATES.

Further questioned, he suggested that the Maritime Provinces should be blanketed so that the rate from all points, including Sydney, to Montreal would be 85, and to Toronto 99%, with proportionate rates to other points in Quebec and Ontario.

It was shown that in 1912 the rate from Toronto to Montreal was 44 cents. From Saint John to Montreal it was 48, making a difference of only four cents. At the present time the rate was 85 and 100%, a difference of 15 cents, showing that the changed rates had been raised to over 400 per cent. against the interests of the Maritime Provinces.

Continuing, he showed that mileage did not control all rates at the railroads made a practice of fixing rates to suit the peculiar conditions of the territory served.

To point out the unfairness of the rates as applying to the Maritime Provinces, he quoted the rates from New England to London, Ontario. From Boston to London the rate was 87 for fifth-class goods, against 68 from Halifax and Charlottetown. To the same point Saint John paid 60%, and Sydney 72. Previous to 1914 the rate to Winnipeg from the Maritimes was only 20 cents per 100 pounds over what Montreal paid to the same points.

COL. RALSTON OPENS CASE

Col. Ralston, in opening the case for the Maritimes, commented on the fact that the east, west and centre of Canada were represented on the commission sitting. He said this was the first general rate investigation since the days of the old Intercolonial Railway. In Canada today there was evidence of a radical readjustment of the rate situation, he said. Basing his remarks on the order in council under which this probe was taking place he referred to the abrogation of the Crow's

Twelve Children--And They're All Girls!



THERE are twelve children in the family of Mr. and Mrs. Joyce Fitzgerald of Mt. Sterling, O.--and everyone is a girl. Left to right they are Mrs. Fitzgerald, holding her youngest baby, Vivian; Eunice; Otis; Natalie; Lorraine; Josephine; Dorothy; Martha; Louise; and Hannah, 15; Elsie, 17; and Mr. Fitzgerald.

Next agreement and the revival of the rate on grain and flour in 1922.

In 1924 he said came the situation of all the Crow's Nest rates being revived with the result that in 1925 the present investigation was ordered, the order-in-council providing that all the Crow's Nest rates on grain and flour should stand on all lines and between all ports. He said that was a long way for parliament to go.

READS FROM ORDER

Col. Ralston read from the order-in-council in which the Board was authorized to probe the claim of the Maritimes that they were entitled to the restoration of the rate basis which they enjoyed prior to 1919 and the encouragement of the movement of traffic through Canadian ports.

"This is the first opportunity for the Maritimes to appear before the board, while it has had full jurisdiction," Col. Ralston said.

He did not think the Maritimes in previous investigations believed that the changes would be as far-reaching as they were.

BACKED BY ALL INTERESTS

Col. Ralston said he was here today with the backing of all Maritime interests. He then read a letter submitted by Mr. Cornell to the Board in October 1925 which referred to the necessity of the Maritimes having a market in central and western Canada and that a reduction in rates was necessary to obtain this market.

Mr. Cornell's letter contained the following clauses:

1.—That, because of the peculiar geographical position, limited markets, widespread population and the nature of the products of the Maritime Provinces with respect to other provinces in the Dominion special attention should be paid from a transportation point of view to ensure the Maritime provinces participating equally in the general growth and prosperity of the Dominion.

2.—That during the construction of the Intercolonial, National Transcontinental, Canadian Northern, Ontario and Canadian Northern Railway the necessity of creating a rate structure that would permit the free interchange of products between the Maritime Provinces and Central and Western Canada, and also ensure a fair volume of export and import traffic through Maritime ports was recognized and incorporated into the several agreements and acts and legislation passed by Federal governments in relation to the construction and operation of these railways.

MARITIME PROSPERITY

3.—That the prosperity of the Maritime Provinces depends to a serious extent upon their ability to merchandise the products of their natural resources and their manufactured products in the Central and Western provinces.

4.—That changes in the freight structure of Canada in the past few years had practically wiped out any consideration which the Maritime Provinces had and are justly entitled to and have not followed the principles in agreements and legislative enactments as originally laid down.

5.—That an adjustment should be made in the rates on east and west-bound domestic traffic on competitive commodities as between the Maritime Provinces and the Central and Western provinces.

6.—That on traffic originating in the Maritime Provinces and consigned to points in Quebec and Ontario and the eastern provinces the added cost of transportation as compared to traffic originating in the Central provinces be substantially reduced.

ADJUSTMENT PROPOSED

7.—That the rates applied to export and import traffic through Maritime ports be so adjusted as in no case to be higher than the rates on the same traffic passing through other North Atlantic ports to inland points of origin or destination, so situated as to permit of competition via North Atlantic ports.

8.—That individual shippers in the Maritime Provinces be protected against the effect of the rates applied to export and import traffic through Maritime ports be so adjusted as in no case to be higher than the rates on the same traffic passing through other North Atlantic ports to inland points of origin or destination, so situated as to permit of competition via North Atlantic ports.

Maritime Provinces should be given special consideration in order to allow them to operate successfully. The remote geographical situation of the Maritime Provinces was such as to make their transportation system vital, said Col. Ralston.

He told of the many products of the three provinces.

While he did not like to advertise the disadvantages of the Maritimes, he said the population was 16.64 per cent. of all Canada in 1901 while 20 years later it was only 11.85 per cent.

CAPITAL LESSONS.

Regarding manufactures, he pointed out that statistics showed that the amount of capital invested in Maritime industries in 1905 was 12.2 per cent. of that invested in all of Canada; in 1922 this had dropped to 5.8 per cent. In the same years, the capital investment of Ontario and Quebec industries had risen from 76.8 per cent. to 82.3 per cent. Similarly the number employed in the two sections were compared as follows: In 1905, in the Maritimes, 11.8 per cent. of all Canada; in 1922, 6.2 per cent. in Ontario and Quebec, in 1925, 7.8 per cent. in 1922, 82.6 per cent.

He said transportation was not the only ill, but it certainly had something to do with the case. He quoted from a report of Sir Henry Thornton in March, 1924, to the effect that there was dissatisfaction in the Maritimes, that they were not getting justice under Confederation and the railway's business might be affected.

DISTRIBUTION OF OUTLAY.

He said the Maritimes had not been "in and sharing Confederation expenses of the whole of Canada, pointing out that reports of the Department of Trade and Commerce, Department of Railways and Canals and the Canada Year Book showed that in 1924 the total Federal commitment for railways and canals amounted to \$3,103,238,242, that the Maritime Provinces' proportion of that amount was \$341,356,512 but it was found that the amount spent by the Maritimes was \$194,024,017 or about 63 per cent. only of the Maritime Provinces' commitment for railways and canals spent in the Maritimes.

He said the Maritimes do not ask that dollar for dollar of the commitments be spent in these provinces," Colonel Ralston continued, "but they do ask for some advantage from the amounts expended and of which they have paid their share."

The speaker also pointed out that with 11 per cent. of the population of the Maritime Provinces they received less than 2 per cent. of the taxes paid by the railways of the Dominion, and

quoted figures from 1919 to 1924 to back this assertion.

FAIR CHANCE ASKED.

"We are asking for a fair opportunity to trade with our fellow Canadians," he said, "because we are a part of Canada."

Referring to pre-Confederation days, Colonel Ralston, quoted from a speech by Sir George Etienne Cartier in 1864, in which he promised Halifax trade that the coal that Canada needed for that going through Portland and via the almost daily steamer service between Halifax and Liverpool.

He also quoted from Hon. S. L. Tilley in Halifax in 1864 in which Hon. Mr. Tilley called the Maritimes a manufacturing section. In 1864 Hon. H. E. Gault, speaking in Quebec said that the coal that Canada needed for that going through Portland and via the almost daily steamer service between Halifax and Liverpool.

Col. Ralston quoted from the British North America Act providing for the construction of the Intercolonial Railway. True, there was nothing in the act about rates but the act obviously was devised to promote inter-provincial trade, he said.

He referred to charges that the Atlantic Region was operating at a deficit and any reduction would increase that deficit; he answered this by saying that up to 1912 small surpluses totaled \$2,000,000 in 18 years and \$9,000,000 in deficits in 19 years so that to that time the I. C. R. had cost Canada only about \$7,000,000.

Col. Ralston referred to the fact that the Maritimes, while producing high class freight for export, produced little heavy freight for bulk tonnage such as grain so that little development along export lines could be expected here in the near future.

Col. Ralston said, while the United States had four, sometimes considered to have five, and the people always were anxious to keep them separated. Canada had one standardized freight classification for the whole country, Colonel Ralston said, while the United States had four, sometimes considered to have five, and the people always were anxious to keep them separated.

There was a tendency in Canada to iron out the whole situation, but the rail officials in the east could not make a rate without considering all the rest of Canada. For the purpose of making rates he felt the individuality of the old I. C. R. and the integrity of the country which it served should be preserved.

PROPOSALS PRESENTED.

Col. Ralston at this point presented the proposals of the Maritime Transportation Rights Committee to the Railway Commission. The order-in-council of June 8, 1925, in which the instructions to the board were in part as follows:

"That the board be directed to make a thorough investigation of the rate structure of the railways subject to the rate of freight on the I. C. R. N. S.

Col. Ralston pointed out that 90% per cent. of the grain and grain products transported over the I. C. R. had been spent in all Canada, while only about \$1,000,000 was spent in the Maritimes. He said that canals in Ontario were carrying United States goods in competition with the Maritimes and were making it possible to carry ocean tonnage to the head of the lakes in competition with the Maritime Provinces.

The low revenue in the Atlantic Region, he claimed, was to the benefit of the western shippers.

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EXTRA MILEAGE.

The Atlantic division of the C. N. R. was some 220 miles longer than

the shortest possible route, due to strategic and military reasons, therefore, Colonel Ralston argued that this extra mileage should not be charged against the Maritimes.

It was the destiny of the eastern provinces, in the opinion of some, to be an export area, the speaker said, but Canada exported to some 80 countries while the Maritime ports had service to only some 20 and some of them only part of the year at that. This left the provinces at a disadvantage as a manufacturing centre and the prohibitive rail rates, he argued, shut out a great amount of the trade originating in other parts of Canada.

LITTLE HEAVY FREIGHT.

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ADDRESSES N. H. S.

Dr. William McIntosh Describes Recent Additions to Museum Treasures

Prof. C. F. Bailey, being unavoidably absent from the meeting of the Natural History Society last night, his place as speaker of the evening was taken by Dr. William McIntosh, who interested the large audience as he exhibited and described the recent donations and loans received at the museum.

He afterwards showed a very fine series of lantern slide views of New Brunswick. Dr. McIntosh said that since the last meeting the society had received 80 different articles from 22 people.

A. H. Wetmore presided at the meeting and extended to Dr. McIntosh the vote of thanks. Several new members were elected. Mrs. C. J. Sunder was made a life member by the Ladies' Association of the N. H. S. Edward A. Lawrenson, Mrs. R. R. Rankine and Harold deV. Partridge were enrolled as regular members and Mrs. Heber Vroom and Miss Leslie Pickett as associate members.

AT THE LABOR FAIR

Commissioner Bullock retained his lead in the civic election popular candidate contest at the Trades and Labor Fair in St. Malachi's Hall, last night, and Commissioner Wignmore held to second place while George Carvill was third. The fair attractions last night of a ball game, a prize drawing and the prize of a bag of flour was won by Miss Hattie Warner but the door prize of Monday night, which had been won by ticket 17,780 was still un-

NEW ENGLAND RATES

"That as New England rate points are common competitive points, the class rate structure in effect from the Maritime Provinces should in no case be any higher than the rates from points in Ontario for the same distances."

"That in order to facilitate the free interchange of commodities within the Maritime Provinces, a substantial reduction should be made in the local class rates, and the carriers should be instructed to publish tariffs bringing into effect through rates to all points in the Maritime provinces regardless of origin or destination of the traffic."

"That the through local class rates be applied equally to and from all points in the Maritime Provinces."

EXPLAINS PROPOSALS.

Regarding the committee's first proposal Col. Ralston said there were six rate zones on westbound traffic in the Maritime Provinces, while there was a blanket for all New Brunswick. The committee proposed that the rate from Saint John and Moncton consigned to points in central and western Canada should be the same as the rate from Saint John and Moncton consigned to points in central and western Canada.

The second proposal was that the class rate structure in effect from the old I. C. R. and the integrity of the country which it served should be preserved.

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