

that the loss of the British markets was due to the pea bug, the antiquated machinery—a reason suggested by the railway companies—and the increased rates. The statement of one of the millers that between Aug., 1900, and Aug., 1901, he shipped 1,250,000 lbs. and between Aug., 1901, and Aug., 1902, 635,000 lbs., showed that the increased freight rate was not the only cause operating. The Commissioners, in their judgment, said:—"From the railway point of view, although split peas in bags or barrels are in the Canadian classification grouped with flour as 8th class, yet in the official classification, which governs export traffic, split peas are 5th, or one class higher than flour. In practice the difference is greater, as export flour is carried at commodity rates. For example, 5th class rates to New York is 23½c., 6th-class 19½c., a difference against split peas of 4c.; but the actual rate on flour is now only 11½c., so that were the 5th-class rate charged on shipments from Canadian points, as is done on shipments from U.S. points, the difference against split peas would be 12c. The railways contend that by cutting the difference

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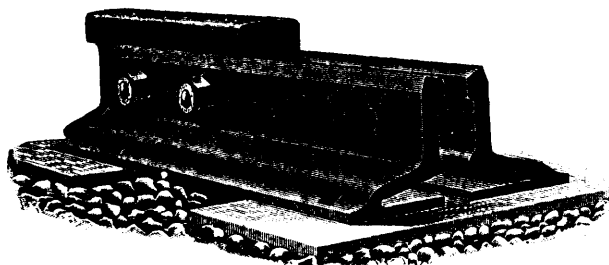
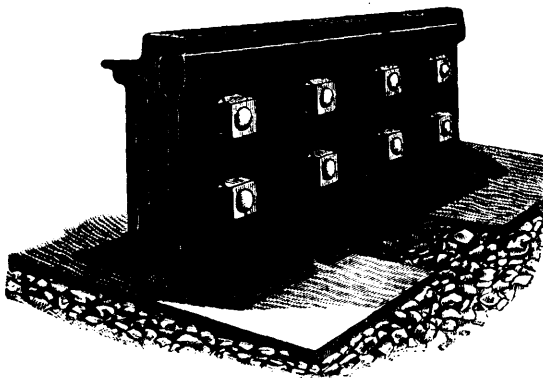
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