

3. That the management of the Government Railways be ordered to put a share of new engines and cars, recently purchased by the Government, into service on the division between Quebec and Cochrane, in proportion to mileage, instead of the second hand equipment now exclusively in use on that division, and that the through service from Quebec to Winnipeg be properly advertised and its trains as well equipped as those between Toronto and Winnipeg.

4. That the time table of the Intercolonial Division be so arranged that passengers from Halifax to Winnipeg may take advantage of the 200 miles shortening in distance offered by the Transcontinental, via Quebec.

5. That the petition of the Quebec Harbour Commission asking that Quebec be put on the same basis as Montreal for grain freight from Georgian Bay points and for absorption of terminal charges as in Montreal, instead of being placed in the zone of Halifax, and St. John, be granted.

We would respectfully suggest that your Commission should take up with the Government the question of the propriety of your Commission having supervision over the rates of freight charged by ocean steamers, as we think was suggested by Sir Henry Drayton, some years ago. In that connection, we think that Quebec, Halifax and St. John should be entitled to a discount, as compared with Montreal, in proportion to the distance saved.

We would also ask your Commission to lend its influence in favour of the effort now being made by the Quebec Board of Trade to remedy the painful situation in which the large population of the Gaspé peninsula—nearly 80,000—now find themselves owing to defective railway service and the absence of cold storage and refrigerator car service, needed to give their fisheries which for two centuries have been amongst the most important in the world, an opportunity to furnish the cheap food of fresh fish to Canadian cities, and at the same time the fishermen of the Gaspé coast a fair price for his catch. He now gets one-fifth of the price earned by the fisherman at Prince Rupert, who has these facilities. Our suggestion is that the Dominion Government should take over the 200 miles of railway from Matapédia to Gaspé, which runs for its entire length within sight of the fishing boat, and make it part of the Government Railway System.

Respectfully submitted,

QUEBEC BOARD OF TRADE,

*Per J. T. ROSS, President,*

*T. LEVASSEUR, Secretary,*

*J. G. SCOTT, Chairman of Transportation Committee.*

QUEBEC, February 3, 1921.

THE COMMISSION OF THE TRANSCONTINENTAL RAILWAY, OTTAWA

OFFICE OF THE CHAIRMAN,

OTTAWA, October 15, 1913.

T. LEVASSEUR, Esq.,

Secretary Board of Trade, Quebec, P.Q.

Dear Sir,—I beg to acknowledge receipt of your letter of the 3rd instant, and would answer the questions you ask as follows:—

1. Distance, Quebec to Winnipeg via National Transcontinental Railway, 1,352 miles; distance, Quebec to Winnipeg via Canadian Pacific Railway, 1,566 miles.

2. Maximum virtual gradients between these points on the National Transcontinental Railway against east-bound traffic, do not exceed 4-10 of one per cent.

3. Our traffic department advises that the heaviest class of freight engines will haul east-bound on the Transcontinental Railway, Winnipeg to Quebec, about 1,780 tons net freight.