

The C.P.R. & the I.C.R.

The following correspondence between the President of the C.P.R. & the Minister of Railways has been made public:—

MR. SHAUGHNESSY TO MR. BLAIR, SEP. 3, 1900.

"Within the next month it will be necessary for this Co. to determine the route by which its export & import traffic will be handled during the coming winter. It is the sincere wish of the Co. to see the business of every Canadian port increase & multiply, to the greatest possible extent, & I think it is necessary for me to say that in co-operation to this end we would not be narrow or niggardly.

"For several years past we have made St. John, N.B., our winter port, & have kept it on an equal footing with the other ports, by

port to the extent & in the manner that we would like.

"Therefore, in the hope of holding the traffic to Canadian seaports, I beg to inquire if the Government is prepared, during the season of winter navigation, to accept from us at Jacques Cartier Jct. (Montreal) such export business as we may be able to control, & to deliver to us at the same junction all import business which the Government is free to so direct, on the basis of the existing traffic agreements between the Government & the G.T.R. Co.

"Such an arrangement would practically secure to the I.C.R. for Canadian seaports all the Canadian export & import traffic, excepting that taken to Portland by the G.T.R.

"With the I.C.R. terminus at Halifax & the elevator & other facilities provided by the

your agreement with the G.T.R., the division of the rates to be on the same basis as your G.T.R. agreement, known as the supplementary agreement.

"In making this proposition, & refraining from the use of its shortest available connections with the Atlantic seaboard for this traffic, a use which could be made to afford to this Company a considerable profit east of Montreal, we feel that we are proposing a sacrifice which should not be necessary, but we do not intend to leave in the mind of anybody the least doubt as to how far this Co. is willing to go towards the conservation of the commercial interests of Canada.

"During the past two years we have made every effort to secure a settlement of these traffic questions with the I.C.R., but without success.

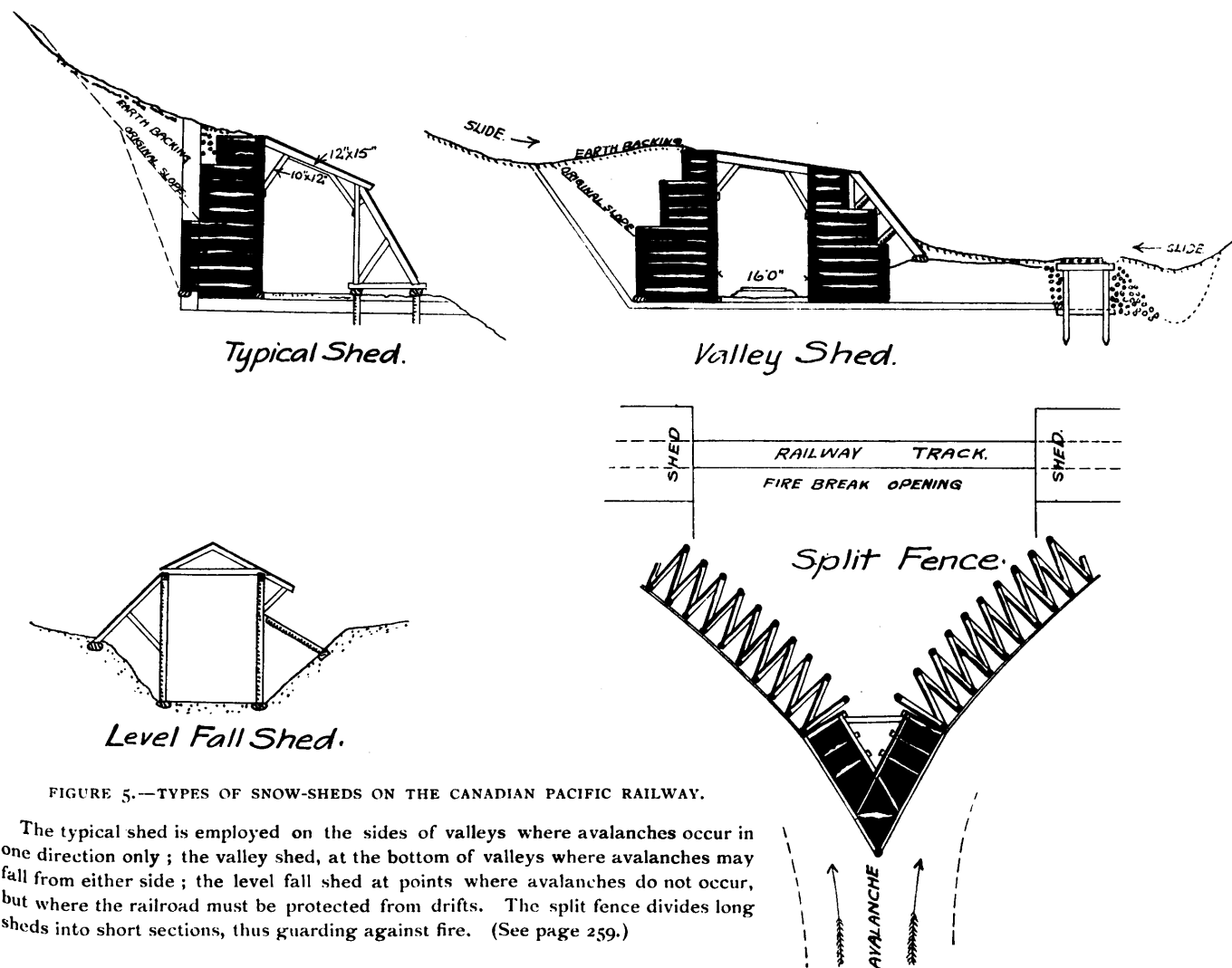


FIGURE 5.—TYPES OF SNOW-SHEDS ON THE CANADIAN PACIFIC RAILWAY.

The typical shed is employed on the sides of valleys where avalanches occur in one direction only; the valley shed, at the bottom of valleys where avalanches may fall from either side; the level fall shed at points where avalanches do not occur, but where the railroad must be protected from drifts. The split fence divides long sheds into short sections, thus guarding against fire. (See page 259.)

meeting the rail rates quoted to Boston & Portland on export traffic, notwithstanding the greater distance, the great preponderance of export over import tonnage & other unfavorable conditions with which we had to contend, & we have been so successful in securing traffic that during last winter we loaded 63 steamships at that port with more than 200,000 tons of export freight, & this amount could have been nearly or quite doubled under more favorable conditions.

"The altered relations between the Government Railway System & this Co., resulting from the refusal of the Government to deliver to us at St. John any business originating on the Government Railway System east of St. John & destined to points on our line & its connections, Montreal & west, make it quite impossible for us to continue to use that

Government at St. John recently, the Government will be in a position to route the export business through either of these ports, or to divide it between them as may appear best. In case the terminal facilities of the I.C.R. at either port be overcrowded, we shall be glad to give the Government the use of our elevator, yards & terminals at West St. John to the extent that may be required for this steamship business, for a nominal consideration.

"If you be willing to enter into such an agreement, we shall solicit & secure traffic & hand it to the Intercolonial at Jacques Cartier Jct. (Montreal) for carriage to either St. John or Halifax. The same rates will be quoted from all points to St. John as those in force at the same time to Portland or Boston on the same classes of business, & the Halifax rates will be 1c. per 100 lbs. higher, as specified in

"As I explained in the early part of my letter, the time is now upon us when an agreement for ocean traffic for the coming winter must be closed, & it is most important, if not necessary, that the subject of this letter be settled one way or the other before the 19th inst. May I not, therefore, hope for an answer during the present week, indicating the disposition of the Government?"

MR. SHAUGHNESSY TO MR. BLAIR, SEP. 18.

"September 3rd I wrote you on the subject of an interchange of import & export traffic between this Co. & the I.C.R., requesting an early reply because of the lateness of the season, but up to this time I have not been favored with an answer. Your silence can hardly be held to indicate a determination on the part of the Government not to open the I.C.R.