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Thursday, March 27, 1913

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ī	Mining-	
	Actual cost \$1.40	
)	Profit 2.10	\$3,50
ð.	Transportation-	
ı.	Actual cost 1.17	
-	C. P. R. profit 63	1.80
7	Retail handling-	
4	Unloading 25	
)	Delivery 75	
	Overhead expenses 15	
-	Profit 80	1.70
e.		-

me that at the time I was in the mine that the actual cost was \$1.34 per ton. I saw him later, after the strike in 1911, and he told me that the actual cost of mining and putting the coal on the cars would then be in the neighborhood of \$1.40 per ton. This man ought to know. It is his business to work these figures out for the officials, and he knows more about it than anybody else.

These figures are not likely to be too low. The city of Lethbridge operates a local mine in connection with its power plant and waterworks and Mayor Hatch is quoted in Lethbridge Herald as follows:

"We own eight acres of coal land. The coal is easily mined and is delivered to the power house at cost price—\$1.06 per ton."

If we err at all it is on the side of moderation.

Galt coal is sold to the retailer it.

Galt coal is sold to the retailer it.

The freight from Lethbridge to Calgary at the time I was there was \$1.80 per ton. Last year on a business aggregating \$123,000,000 the C.P.R. made a net profit to the owners of the coal land in freight charges only 65 cents went to pay for productive parasites. If we take coal as an average commodity transported and apply the average profits and depreciation on equipment, while 65 freight on a ton of coal from Lethbridge to Calgary only \$1.17 went to the pockets of a clique of non-productive parasites. If we take coal as an average commodity transported and apply the average profits and depreciation on equipment, while 65 freight on a ton of coal from Lethbridge to Calgary only \$1.17 went to the pockets of a clique of non-productive parasites. If we take coal as an average commodity transported and apply the average profits and depreciation on equipment, while 65 freight on a ton of coal from Lethbridge to Calgary only \$1.17 went to the pockets of a clique of non-productive parasites. If we take coal as an average commodity transported and apply the average profits and depreciation on equipment, while 65 freight on a ton of coal from Lethbridge to Calgary only \$1.17 went to the profit o

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