
REPORT OF SELECT COMMITTEE.

CANADIAN PACIFIC RAILWAY CHARGES.

MR. SPEAKER :

Your Committee appointed to consider the rates charged by the Canadian Pacific Railroad Company beg to report as follows :—

That the following gentlemen came before them and gave evidence, viz. : Messrs. J. Mason, R. McLeese, Geo. Henderson, Jas. McIntosh, Capt. John Irving, U. Nelson, G. B. Martin, and E. G. Prior.

That the evidence showed conclusively that the rates charged from point to point in the interior, either going east or coming west, were most exorbitant and almost prohibitive. That rates from the Pacific Coast to points in the interior were so high that it was proved beyond doubt that a mule train could compete successfully alongside the railroad—a state of things which cannot be found to exist in any other part of the world.

That the industries of the Province, especially that of mining, were materially hampered by the arbitrary behaviour of the Canadian Pacific Railway Company, in refusing to carry goods necessary for the prosecution of such industry, except at such times and in such quantities as they (the Company) choose, and without considering the interest of the shipper or shippers.

That it was shown the Railway Company could afford to carry goods at much cheaper rates than they did, as they frequently materially lowered their rates when pressure was brought to bear upon them, notably when a consignor threatened to send his goods by mule-train.

That your Committee had the following telegram from Vice-President W. C. VanHorne to Hon. John Robson, Provincial Secretary, placed before them, in consequence of which telegram they expected the rates would by now have been placed on a basis satisfactory to all concerned.

That instead of the promised reduction in rates, your Committee is sorry to say that a most enormous rise has just taken place. The Inter-State Commerce Act of the United States, just passed, has had the effect of raising the rates of freight on all American roads; and the Canadian Pacific Railroad Company has followed their example and put up their freight rates to about the same figures, although the Act passed by the United States, of course, in no way compelled the Canadian Pacific Railway Company to raise their rates.

This action of the Railroad Company shows very plainly that they are not trying to work their road in the interests of Canada, and the raised rates are so prohibitive that they practically drive the trade out of British Columbia.

EDWD. GAWLER PRIOR,

Chairman.

 MINUTES AND EVIDENCE.

Committee on Canadian Pacific Railway charges. Met in Ministers' room at 2 P. M. Present—Messrs. John, Cowan, Semlin, Baker, and Vernon.

Moved by Col. Baker and Resolved, that Mr. Vernon act as Chairman.

Moved by Mr. Vernon and Resolved, that Mr. Semlin act as Secretary.

Mr. Turner and Mr. Prior came in.

Moved by Col. Baker and Resolved, that the freight agent of the Canadian Pacific Railway be invited to attend a subsequent meeting of this Committee, for the purpose of giving information in respect of rates.

Moved by Mr. Semlin and Resolved, that the following gentlemen be invited to attend and give evidence in regard to local rates of freight, viz.: Messrs. Tingley, Nelson, McLeese, Mason, Foster, and Henderson.

Resolved, That this Committee adjourn to meet here at 2 P. M. on Friday, the 18th inst.

Minutes adopted, Friday, February 18th, 1887.

F. G. VERNON,
Chairman.

 FRIDAY, FEBRUARY 18TH, 1887.

Committee met at 2 P. M. Present—Messrs. Vernon, Baker, Prior, Cowan, John, and Semlin.

Minutes of former meeting read and adopted.

A reply from Mr. Foster, excusing himself from not attending for purpose of giving information in regard to local rates, read.

U. NELSON appeared and gave evidence as follows:—Freight rates from the coast to Ashcroft: First class, \$1.60 per hundred; second class, \$1.34 per hundred; third class, \$1.08 per hundred; fourth class, 80c. per hundred; fifth class, 72c. per hundred. First class—Light, bulky, such as tea and dry goods; sugar in sacks. Second class goods—I don't know. Third class—Ordinary groceries, &c.; tobacco, if in square parcel and roped; if not roped or wired, it is charged double this rate. Fourth class, 80 cents per hundred—Salt, sugar, &c.; if sugar is shipped in half-barrels is double this rate. Machinery is all considered as first class freight. A two-horse waggon as 1,200 lbs. first class freight if taken down; if set up, is taken as 2,400 lbs. A four-horse waggon is taken as 2,000 lbs. if taken down; if set up, double this rate. Buggies, if taken down, the same as two-horse waggons; if it has a top, double this rate. Rates on grain and potatoes from Ashcroft to Victoria, \$5.50 per ton. By the car, from Moody to Ashcroft, at \$60 per car. A car is supposed to carry ten tons. On lumber the charges are, from Moody to Ashcroft, by the thousand feet, equals \$16. By the car-load the rates would be about half the rates by the thousand feet, about \$80 per car. Ashcroft is the point of shipping for the upper country. Freight on shingles, by the car-load, is cheap, but by the thousand, \$2.50 per thousand. Cattle, by the car-load, comes to about \$6 per head, from Ashcroft to Moody. Last fall I wanted to ship a pair of horses from Savona to Yale; the charges were \$50. Liquors are considered as third class if in bulk; if in case, first class. The rates on liquors varies on the kind of liquors, rum costing more than brandies. The agents refuse to give a printed list of local rates.

URIAH NELSON.

J. MASON, M. P. P., Cariboo:—I am paying now more as freight than I paid six years ago. The team rates are not as high now as then, thus satisfying me that the railroad charges more now than steamboats and teams used to charge.

JOSEPH MASON.

MR. R. MCLEESE, M. P. P.:—In the summer I paid \$5.60 per hundred from Hammond to Ashcroft, on plough castings. This winter I paid \$2.60 per hundred on furs, from Ashcroft to Moody.

ROBT. MCLEESE.

MR. HENDERSON, Superintendent of the Foster Mine:—Mr. Nelson has given the rates correctly, in so far as I know. The classification of goods are made up in the East, and are not at all suited to this country. The agents here have no discretion. In the earlier period the Company refused to haul our powder, and our mine was shut down for five weeks on account of no powder. Finally, offered to haul for \$3.20 per hundred, which was finally brought down to 2½ cents per pound. They first charged \$3.20 for carrying sulphuric acid. They finally reduced this to \$1.60 by our shipping a large amount—more than we would need for a long time. The most effectual argument I could bring to bear upon them was the Yale Waggon Road, and think it the only instance in the world where a waggon road can be a rival of a railroad. I cannot forward a single box of powder by the road, but must wait until I have a quantity. They charge on oil, at the owner's risk, second class rate. They charged me 80 cents per hundred—\$16 per ton—on salt. I can deliver hardware at the mine cheaper by mule-team. Can get freight from Yale to the mine by team for \$40 per ton. I have, by making efforts with the officials, obtained reduced rates, thus showing that they can afford a lower rate than the general charges. The agents can discriminate in regard to a car-load of freight.

GEO. HENDERSON.

MR. MARTIN, M. P. P., gave the following evidence:—The rates of freight on an animal from Victoria to Kamloops is \$60.70. This on an animal from one to two year old. If more than two year old, \$77.50 to Kamloops, and \$93.50 to Duck's Station. The Company wanted \$30 per ton for carrying sawdust 27 miles.

GEO. B. MARTIN.

CAPTAIN JOHN IRVING:—Rates on the C. P. R.—Local passenger rates are seven cents per mile; no second class rates. Will send the Committee a schedule of freight rates; it is a mileage rate.

JNO. IRVING.

MARCH 1st, 1887.

Third meeting of the Committee of C. P. R. rates.

11 A. M.—Present—Messrs. Vernon, Baker, Cowan, John, Prior, Turner, and Semlin.

Minutes of last meeting taken as read.

MR. JAMES MCINTOSH, of Kamloops, appeared and testified as follows:—Interior rates from Kamloops to Savona, 25 miles, on flour: By the ton, \$4.80; 5,000 lbs. and upwards, \$4.40 per ton; per car-load, 24,000 lbs., \$48. To Ashcroft, per thousand or less, \$6.80; over 5,000 lbs., \$6.40; about 45 miles. \$60 per ton to Spence's Bridge, 65 miles; 5,000 lbs., \$8.40; \$74 by the car-load. Kamloops to Lytton, 5,000 lbs. and over, \$9.60; car-load, \$81.60; distance, 94 miles. Never paid more than half-cent from Kamloops to Lytton before construction of railway began. From Kamloops to Duck's, about 17 miles, freight \$4.40 per ton on flour; over 5,000 lbs., \$4, and \$43.20 per car-load. To Shuswap, 34 miles, \$6 per ton, \$5.60 over 5,000 lbs., and \$55 per car-load. To Revelstoke, \$12.40 per ton, \$11.20 over 5,000 lbs., \$93.40 per car-load; 129 miles. To Donald, per ton, \$16.40; over 5,000 lbs., \$14.80; \$117.60 per car-load; 208 miles. On lumber, to Savona's, 25 miles, per thousand feet, \$8.40 green, \$7.20 seasoned, \$6.48 for dry; per car-load, \$39—composed 8,571 feet green, 10,000 feet seasoned, 11,111 feet dry. Duck paid \$7.70 on 1,000 feet a distance of 17 miles; dry, \$5.94. The steamer always take it for \$5. To Chase's, it costs twice as much by rail as by steamer; dry lumber a trifle lower. On lumber to Ashcroft—\$11.90 for green, \$10.20 for seasoned, \$9.45 for dry, and \$51 per car-load. To Calgary they charge me \$150—392 miles; by the thousand feet, green, \$46.25; for seasoned, \$39.60; dry, \$35.64. During the summer, several parties from Calgary wanted lumber from Kamloops, but found the rates prohibitive. Have paid \$10 per ton on hay this winter, from Shuswap to Sickamoose, distance 51 miles.

JAS. MCINTOSH.

From Kamloops to Banff they want \$72 per car-load, only a few days ago.

JAS. MCINTOSH

Adjourned subject to call of chairman.

APRIL 6TH, 1887.

Adjourned Committee on railway rates. Present—Messrs. Turner, Baker, Cowan, John, Prior.

E. G. PRIOR, examined :—The C. P. Ry. Co. have just issued a new tariff of freight rates, some of which I can now give to the Committee. Agricultural implements from eastern points to the Pacific Coast were, until the last few days, carried by car-load lots at \$200 the car-load of 20,000 lbs. Under the new rates they are \$500 per car. Nails used to be \$170 per car; now they are \$500. Iron and piping were \$160 per car; now they are \$500 per car. Plows used to be \$2 per 100 lbs., in less than car-load lots; now they are \$4.80 per 100 lbs. Everything is raised in proportion.

EDWD. GAWLER PRIOR.

[TELEGRAM.]

MONTREAL, March 6th, 1887.

Hon. John Robson, Victoria :

Absence of our traffic manager has prevented early definite reply about question British Columbia rates. Tariff now in force was adopted temporarily when Government line was turned over to Company. Traffic officers have been making careful enquiry into business, and preparing new tariff based on result, which will soon be ready, and which, we think, will give satisfaction, as rates will be considerably less than on American railways similarly situated. I expected to have gone to British Columbia two months ago, to look into complaints in person, but have been unable to get away. Expect to go west next week. Company intends to act liberally in all matters, and hopes for fair treatment in return.

(Signed) W. C. VANHORNE.