

Q. Taking by and large, one with another?—A. If you take just what happened in the last 10 days, I think the average we get on cars is 2 tons short on an average of thirty-eight ton cars.

Q. That would be about 5 per cent?—A. Yes.

Q. Taking the season through, what would be the difference between the railway weights and your scale weights, how many pounds to the ton?—A. I couldn't tell you that off-hand; I could give you the figures from my office.

Q. Is that not a material factor that enters into the coal business?—A. Yes; you have always got to figure on the possibility of shortages.

Q. How do you account for those shortages?—A. Difference in weights; sometimes stolen on the way; and you know, when you are handling a cargo of coal there is more or less of it blows away; take and hoist it up in unloading—we have modern unloading plant—and when that is dumped into the hopper there is a cloud of dust goes off.

Q. Do you take care of that anticipated shortage in the price or in the weight?—A. In the price.

Q. You don't make any deduction in the weights for that?—A. No, but we figure on a certain percentage of shortage as an element in the expense of the coal.

Q. You take care of that in the price you charge for the coal?—A. Yes. You see, there is no doubt it looks a very small thing, but there is a lot of coal goes off in the wind when taken out of a dry cargo of coal—just a cloud of dust goes off every bucket.

*By Hon. Mr. De Veber:*

Q. Is there not quite a bit of coal lost in falling off the cars in transit, and being stolen off?—A. Yes, I think there is. Sometimes they fill the cars too full. When a car may be pretty full, after you give it a jolt it goes down quite a bit, but even after that there is liable to be a little fall off. But I think this spring and winter particularly there has been a good deal of coal stolen.

*By Hon. Mr. Laird:*

Q. Would not the shortage in cars be more perceptible in times of general shortage of coal?—A. I think so.

Q. People help themselves in transit?—A. Yes.

Q. I have known whole carloads of coal stolen?—A. We had a carload the other day 14 tons short.

*By the Chairman:*

Q. Of course that was visible?—A. Yes.

Q. Then there is another source of loss—bad bottoms sometimes, and there would be a dribble?—A. That happens occasionally, but not so much as you would expect.

*By Hon. Mr. Webster:*

Q. Have you any recourse against the railway companies for a shortage of 14 tons?—A. If you suspect a car is short you can have it weighed; you pay for hauling it out to a scale and drawing it back, and make a claim for the shortage.

*By Hon. Mr. Laird:*

Q. Do you get those claims allowed?—A. Sometimes, and sometimes not.

Q. Who absorbs the difference? The shippers?—A. No, the delivering railroad is supposed to look after it.

[Mr. Farquhar Robertson.]