

6-7 GEORGE V, A. 1916

Q. That is what I want to have explained. What quantity of fish must be on a car before the Department will supplement your earnings?

Mr. FOUND: 14,000 pounds.

The WITNESS: It would be less than 10,000 pounds—between 9,000 and 10,000 pounds. That is, after, say, 10,000 pounds have been loaded, the Department stops reimbursing us, or if there was not 10,000 pounds the Department would see that our earnings were made good to the extent of \$35 for each car.

Q. What do I understand you to mean by the minimum now being 24,000 pounds?—A. That is to the carload shipper, who ships a quantity sufficient to make a full carload.

Q. He must have 24,000 pounds before he gets a car at all?—A. No, he must pay for 24,000 pounds.

Mr. KYTE: Whether he has the fish or not.

By Mr. McKenzie:

Q. I see. If a man has 24,000 pounds of fish in a car, does the shipper get any assistance from the Government on the freight?—A. No, he does not, as I understand.

Q. It is only on the small lots?—A. That the Government steps in and assists.

Mr. FOUND: We assure a service to the shipper.

By Mr. Sinclair:

Q. What other goods does that increase apply to besides fish?—A. What increase?

Q. That 24,000-pound minimum?—A. That is the ordinary minimum for goods of that class, 24,000 pounds. Fish were below the minimum.

Q. What other goods are in that class?—A. All food products, groceries, and everything of that kind.

Q. Then fish is in the same class as groceries and food products like meat?—A. Yes, our commodity rate is the same as for groceries and goods of that character.

By Mr. Kyte:

Q. So at the present time fish has no preference with regard to the minimum weight?—A. Fish has no preference now as regards the minimum weight. It has a preference as regards the minimum rate. This preference is 25 per cent below the normal rate.

By Mr. Sinclair:

Q. Keeping in mind the fact that the perishable nature of fish involves ice and boxes, which adds 40 per cent sometimes to the weight of the fish, do you not think this commodity should have some different rate from beef and articles that do not require so much expenditure in ice and boxes?—A. If you take our rates on the Intercolonial and compare them with the rates on any other railroad for similar service, I think you will find, Mr. Sinclair, that the railway has taken all these features into consideration already.

Q. I was not referring to your rate so much as to fish being in a special class.—A. It is a hazardous property to transport. You are liable to claims for damages or loss, and you are hauling a refrigerator car on which I have told you the tare is 50 per cent greater than on ordinary equipment.

Q. You forget it is getting lighter all the time?—A. The tare of the car itself does not. Of course, I am speaking of the refrigerator car itself, and the cost of that equipment is pretty nearly double that of the ordinary box car. The refrigerator cars we were figuring on last year would cost from \$2,100 to \$2,200 each, whereas our box cars will only cost about \$1,100. The Lord only knows what they are going to cost with steel going up the way it is.

MR. C. A. HAYES.