

Q. What facilities are there for local shippers to send fish by cold storage at these freight rates on the I.C.R.?—A. Locally?

Q. Yes, locally?—A. Well if they have a sufficient quantity, say 10,000 or 12,000 pounds that would justify the railway in furnishing a refrigerator car.

Q. That is with a through rate to Montreal?—A. No—well it might, sir, if the shipment at Mulgrave, Halifax or Moncton was in sufficient quantity.

Q. Ten or twelve thousand pounds is a very large quantity. I am talking about the local dealer who wants to get an order of fish from some wholesale dealer at the coast. He perhaps wants 500 or 100 pounds of fish. Is there any regular service of which he could avail himself?—A. Freight service?

Q. Yes?—A. No.

Q. That is an important matter to the trade locally. My view is that we could build up a large trade in the Maritime Provinces among the various towns and cities if we had regular railway accommodation of that kind.—A. That might be possible. We have, however, never had any such service nor any demand for a service of that kind as indicating that there was any trade movement along the lines you speak of.

Q. Then there is no service on the Intercolonial by which small shipments of fish can be sent by refrigerator cars, either by express or freight, between points in the Maritime Provinces?—A. None.

Q. Do you think that is a proper service?—A. We would like to see an actual demand for business there, but we haven't seen it, Mr. Sinclair. I have no doubt if there are any consumers, or any producers there who want to make those shipments they will come to us.

Q. How do you expect to see this business develop until you provide the necessary facilities?—A. The man who thinks he has an opportunity to do business usually comes around and asks you whether you can take care of it for him.

Q. There is no doubt that the fish business is quite a large business, and will be much larger if it is developed; but there are absolutely no facilities for the shipment of small quantities of fish along any part of the Intercolonial either by express or cold storage?—A. No.

Q. And after so many years the situation is that we have not got any farther?—A. But if there were a well defined demand for the service we would hear of it. If you will give me the name of a shipper or a consumer who wants such a service, and who is able to say what quantity of business he will assure us, we will be very glad to take care of that business.

Q. Will you tell us how much fish you carried last year?—A. I cannot tell you that, but I can give you the figures from Mulgrave both by freight and express.

Q. Do your figures include the local traffic?—A. I think they do, but I was called here so suddenly—I was away from Moncton at the time I was summoned—and I am not sure on that point. Here is a statement of the shipments from Mulgrave for twelve years both by freight and express, and as near as I can determine it must include the local as well as the through business. But I would not want to make a definite statement that it only covers the through business; I think it covers both the local and the through business.

Mr. SINCLAIR: I think it would be better to have that on record.

The CHAIRMAN: Yes, that should go on the record.

WITNESS: It might be interesting to the Committee to have the figures which are as follows: