

APPENDIX No. 3

Q. The connecting Company hauling from Montreal to New York does not haul for nothing?—A. Oh, no.

Q. It comes out of your pocket then?—A. Yes.

Q. Would you mind if I ask you whether you pay on the distance from Montreal to New York the same proportionate rate as you charge from Prince Rupert to New York?—A. Mr. McCurdy, I am sorry I cannot definitely answer that question now, but if it is satisfactory to the Committee, on my return to Montreal I shall be very glad to send them the information. The reason I cannot answer the question at the present moment is this: the question of the division between the carriers—that is between the Canadian carriers and the United States carriers—is the subject at present of negotiations, which have not reached a finality. I will give you some information, after I get back home, as to what we have done.

Q. I want you to look up that point that we were discussing just now. It may be possible that the information you have in Montreal may show that your rate from Prince Rupert to Montreal is really lower than you gave us a little while ago.—A. You mean our earnings out of that rate?

Q. Yes. In other words, that you are not receiving 78 cents per hundred pounds as you stated in answer to the question. I understood from your answer that the minimum on any part of your service was \$1.50, which you allow from the Maritime Provinces to Montreal, but it would indicate from these figures that you have a rate as low as 78 cents?—A. Of course there is a great difference in the traffic, that is for carload traffic, with the car always loaded up to at least 20,000 pounds and sometimes 21,000 and 22,000 pounds, whereas from the Maritime Provinces there are no such carload shipments at all, they are all less than carload.

Q. If the dealers were able to produce shipments in carload lots from the Maritime Provinces then your company could haul it up at the same rates, could it not?—A. We would be perfectly willing to give the matter favourable consideration.

Q. Serious consideration, anyway?—A. Serious consideration.

By the Chairman:

Q. I want to ask you now several questions, not because I expect you to answer them offhand but so that you may consider them in view of the evidence you have given to-day. The first of these questions is whether you cannot put into effect a carload lot rate for express which will be less than your present rate. You have already told us that you do not think that would be advisable from the standpoint of the express companies. The second question is whether you can give a pedlar car service. I will state what a pedlar car is, so that you may have it in mind when considering this question. Mr. Found has described a pedlar car as a car in which shipments from one or several shippers are consolidated, and on which the carload rate to the farthest point is the rate charged, such car to be opened at certain points along the line to distribute and lay down some of the commodities carried, in each case a charge to be made in addition to the regular rate for opening the car. For instance, if the pedlar car had its load consolidated, we will say, at Truro, and ran through to Toronto, it would be possible to open that car and put off the Montreal shipment, then go on to Kingston and leave the Kingston shipment there, and then continue to Toronto, and put off the Toronto shipment?—A. And the rate would be the carload rate to Toronto, that is the proposal, is it?

Q. And, thirdly, when it is not feasible to use the refrigerator car, why could you not partition off a portion of the ordinary express car for fish shipments so that that portion could be kept at proper temperature and so prevent the deterioration of fish in transit? These matters have all been spoken of during your examination, but I want to group them together at the end and perhaps after further consideration you may feel that the shippers are entitled to a certain amount of redress, and we hope that you will use your influence towards that end.

MR. JOHN PULLEN.