

APPENDIX No. 3

after consultation with the C.P.R. traffic officials; I am not sure whether he said it was done at your request, or by the Intercolonial, but at all events that there was an understanding between the two roads whereby these minimum carload lots should be raised?—A. Well, here is our tariff, 20,000 pounds and that stands today, and it could not have been raised, that is fresh and frozen, and 24,000 pounds for canned, salted, dried or smoked, and we have a rate of 30,000 pounds on pickled fish; that is on account of the very much lower rate there is on pickled fish.—I am speaking of course of these rates from St. John, I am not quite sure what they may have been from Intercolonial points.

Q. You are speaking of business which originates on your own system?—A. St. John, yes; the Intercolonial may also have rates from St. John.

Q. But if the Intercolonial railway originated a carload lot of fish, say at Mulgrave, and if by any circumstances it were to be diverted via St. John over your road to Montreal, would their minimum or your minimum govern?—A. The minimum that the tariff carries would govern all the way through, and in the case of St. John the minimum that is shown in this tariff would prevail both in the case of the Intercolonial and the C.P.R.

Q. In any case with regard to the Mulgrave shipment the Intercolonial minimum would govern?—A. Yes.

Q. Now you are sure that your statements are correct as far as the minimum carload lot weights of 24,000 pounds for canned, salted, dried or smoked fish and 30,000 for pickled fish is correct?—A. Yes.

By Mr. Kyte:

Q. Does your road carry local freights in competition with the I.C.R. on any section of the Intercolonial railway?—A. Oh yes, St. John and Fredericton are competitive points of the Intercolonial Railway that carry in competition with the I.C.R. to Montreal and points west.

Q. And to points east, to Halifax for instance, I suppose?—A. Of course with regard to our connection there we do not compete exactly with them unless we do so through the Dominion Atlantic Railway. We have a rate over that road and simply meet their rates.

Q. Did you raise your rates in the Maritime provinces in the course of the last two or three years?—A. No, sir.

By the Chairman:

Q. Does your railway make every reasonable effort to place the cars at the disposal of the consignees at the most convenient place without loss of time after their arrival at destination?—A. Yes.

Q. I am speaking now of, say a car loaded with fish?—A. Yes.

Q. How long after the arrival of a train at an important point like Montreal is it before delivery of a shipment of fish to a consignee can be made?—A. About 24 hours at the present time.

Q. Is it 24 hours after the train arrives at Montreal before the car can be shunted into position for delivery?—A. No. If a carload of fish, for instance, arrives at Montreal, under this arrangement between Mr. Found and ourselves, we figure that the car would arrive in the morning and we would try to place it in the afternoon so that the consignee would be able to take the delivery of the fish that afternoon.

Q. That would be more nearly six hours than 24?—A. Yes.

Q. It takes 36 hours en route to Montreal and another six after arrival, making 42 hours before the fish can be delivered?—A. Yes.

Q. What are the conditions under which the express business is handled by the railway as to the distribution of revenue?—A. I could not say, sir, I could only repeat what Mr. Pullen has said.

Q. You have no knowledge of that?—A. I have no knowledge of that.

MR. H. E. MACDONELL.