

6-7 GEORGE V, A. 1916

on the gross weight, but allowing the usual amount for package and the ice, it figures out at about the amount I have given you. I have given you the old rate, as it used to be stated and the company states that there has been practically no reduction in any instance.

Q. Are the rates practically the same on all the different lines?—A. Yes.

Q. They all correspond one with the other?—A. Yes, the only difference practically is the one I have spoken of, that is the C.P.R. rate to Edmonton is dearer than the G.T.R.

Q. In shipping from Nova Scotia and Eastern Canada to Montreal and Toronto do you mean there is no advantage in shipping by I.C.R. over the C.P.R.?—A. No.

Q. We were told by a witness yesterday that the weight making up a carload lot had been raised from 19,000 to 24,000 pounds in the case of fresh and frozen fish, and to 30,000 pounds in the case of finnan haddie, smoked fish; when was that done?—A. That was a short time ago, I understand, that was, I am speaking subject to correction, some time last fall, September or October.

Q. Did your department have anything to do with it?—A. No. Of course we have an arrangement with the I. C. R. and the C.P.R. for a fast freight service; and that change does not affect our arrangement which is based on 20,000 pounds for a minimum carload and, while of course cars may be carried outside of that arrangement on other days, it does not affect our arrangement which has been made for the present fiscal year.

*By Mr. Loggie:*

Q. What is the rate from Mulgrave or Hawkesbury to Montreal for a 20,000-pound carload of fish?—A. That is freight, there is a service available, a cold storage car, to the shippers three days a week from Mulgrave or Halifax, and the railway company is guaranteed the earnings of that car on each trip west up to thirty-five dollars, plus the cost of icing the car.

Q. What is the ordinary rate?—A. At the ordinary rate, that is by carload lots, the rate is 28 cents, and 38 cents in less than carload lots, per hundred pounds, of course.

Q. In a carload lot do they allow more than one shipper?—A. There may be more than 20,000 pounds, but each shipper using less will have to pay less than the carload rate.

Q. That is 28 cents and 38 cents you said?—A. Plus the cost of icing.

Q. How long does that car take to make the trip?—A. The schedule time is 56 hours from Mulgrave to Montreal.

*By Mr. Sinclair:*

Q. Can you account for the slowness of the service recently to which Mr. Byrne referred the other day?—A. I understand it is owing to the war conditions having congested the traffic so much; the shipment of material required for the military service has so congested the conditions at the ports that it has been impossible for the railway companies to move the traffic as fast as formerly.

Q. Do you know if fish has any preference over other freight?—A. It has not.

Q. I cannot understand why it would take a train six days to reach Montreal from Mulgrave.—A. It would not take the train that length of time, but the car might be put off for one reason or another; the train would go through in much less time.

Q. Will this refrigerator car take fish right along the route? Will it take in a box or two say, at Newcastle or any other station?—A. That would not be feasible.

MR. W. A. FOUND.