

APPENDIX No. 3

Q. If there were carload shipments, would the Express Companies be willing to meet the traffic by making carload lot rates?—A. The Express Companies would be perfectly willing to give the matter consideration, but as I stated a few moments ago, at the present time they are of the opinion that the present rate, which applies to any quantity is a fair rate even for carloads, and I should be glad to give the Committee some statistics on that point.

Q. The real objection then lies, on the part of your company, to operating a car which can be opened in transit at one or two points before reaching its destination for the purpose of putting down fish?—A. It would depend altogether on the rate charged.

Q. Do I understand that the company, which you tell us is not in a position to say how much is earned on this business, is therefore not in a position to say whether it would wish to vary its rates under any circumstances?—A. I do not quite catch the meaning of your question.

Q. You have stated that you are not aware what the profits are on this particular class of business?—A. I have said I do not know what the separate earnings are.

Q. Well we will presume that there are profits on the business, that you do not carry it at a loss. In view of the fact that the company does not know what the earnings on this business are, how is it that the company is in a position to say that it cannot give a better rate?—A. I am perfectly willing to say that the company should give the matter further consideration.

By Mr. Sinclair:

Q. You do not mean to say that your books do not show what quantity of fish was carried by your company from Eastern Canada to Montreal during the year?—A. We have no separate statistics on that point. We do not, as a matter of fact, separate the various articles we carry.

Q. You haven't that information separated, but you could get it?—A. We have the original way bills for several years, but not many years, and it would be a considerable task to go over each way bill and pick out the quantities of fish carried, from the millions of way bills covering all our business. It would be necessary to do that in order to pick out the fish traffic. I assumed that what your Chairman asked was whether or not there has been any substantial growth in the fish traffic in the last few years. In the absence of any definite figures on that point, I have some figures I shall be glad to put before the Committee in regard to the tendency of business along those lines.

By the Chairman:

Q. Are these statistics taken from your books?—A. Yes, and can be confirmed from the books in the Fisheries Department here in Ottawa.

Q. Have you these statistics in a tabulated form so that they can be put in the record?—A. Yes, and I think it would be helpful to the Committee to have the information.

Q. Before you read those statistics let me ask you this question, would it not be of advantage to the Express Company to have shipments of fish coming forward in carload lots so that a special messenger would not be required to be in charge?—A. Undoubtedly.

Q. If that be so, why would not the Company encourage such shipments by giving suitable carload lot rates and lowering the minimum to 15,000 lbs. instead of 20,000 lbs.?—A. The Express Companies have, we think, given considerable assistance for carrying fish. An arrangement has been entered into with the Department of Marine and Fisheries some years ago under which we actually reduced the minimum of a carload from 20,000 to 10,000 lbs. under certain guarantees for 10,000 lbs. made by the Department of Marine and Fisheries.

MR. JOHN PULLEN.