

Transcontinental railways, the Grand Trunk and the Grand Trunk Pacific, and quite a number of other smaller lateral lines, is similarly true of the Dominion Express Company. It is a public convenience the express companies afford, in that they give the public the benefit of through rates, of a through receipt in a single responsibility, over a long line of railway mileage.

Q. Would your company not touch any point in North America by through arrangement such as prevails with Canadian Express Companies?—A. Not by a single through rate, Mr. McCurdy.

Q. That is the only objection? The responsibility is the same and the service of connecting express routes as yours?—A. The responsibility of each carrier ends of course when it turns the goods over to its connection.

By Mr. Sinclair:

Q. You had the whole control, Mr. Pullen, of the eastern traffic, until a few years ago? That is to say, you were the sole company operating east of Montreal?—A. Yes.

Q. When did the change take place?—A. I think in 1912.

Q. And since then you have had to compete with the Dominion Express Company?—A. Yes, sir.

Q. Have there been any reductions in rates since this competition was introduced?—A. No, not that I know of.

Q. Can you explain that? Is there a working agreement between the Companies?—A. Yes. I have no objection to stating that all new rates made are the subject of agreement between the parties. But all have to be published in the form of tariffs and receive the sanction of the Railway Commission before going into effect, so there cannot be any such thing as secret rates.

Q. What steps have to be taken in order to secure a reduction in rates?—A. What steps ought to be taken in order to get the express companies scrapping with each other, and each reducing rates one below the other?

Q. I do not know how it would work, but I would like to know what could be done in that direction. If we discover something along that line that could be done, it ought to be done. You have told us that the officers of the Intercolonial were the employees in some places of your Company.—A. No.

Q. Did you not state that?—A. No. What I stated, Mr. Sinclair, was this: that at the smaller towns where the business is not large enough to warrant the express company maintaining its own separate agency, it does employ the railway station agents of the Intercolonial to handle the express business for them, paying them a commission.

Q. A commission of how much?—A. It varies with the agreement with the agents down there, 10 or 15 per cent, something like that.

Q. Ten or 15 per cent of the traffic handled at that station?—A. No, of our earnings.

By Mr. Kyte:

Q. These I. C. R. station agents are also agents of the Dominion Express Company at the present time?—A. Yes.

Q. Can you state the express rate on fish from Prince Rupert to Montreal?—A. Yes, sir, \$3 per 100 pounds.

Q. It is the same as to New York?—A. The same as to New York.

By Mr. McCurdy:

Q. Is it a fair question to ask how that rate is divided? You haul to Montreal, somebody else has to haul from Montreal to New York.—A. Do you mean how the rate is divided between the United States Companies and our own?

Q. Do these shipments come via Montreal?—A. Sometimes.

MR. JOHN PULLEN.