

Q. You only wish to speak so far as your own system is concerned?—A. I am willing to give you any information about our connections, but I cannot tell you about other railways.

Q. Are fast trains now reliable as to making schedule time over your lines?—A. No, for instance, not to Montreal. The schedule is 36 hours between St. John and Montreal. We had an arrangement once before with the Department, and we had to take all sorts of precautions that the 36-hour time would be lived up to, because, of course, it is a rather short time.

Q. Did you find much difficulty in living up to it?—A. It never came to anything. We made the schedule, but it never came to anything.

Q. Was that for carrying fresh and frozen fish?—A. Yes.

Q. When shipments are made by refrigerator cars, the icing, I understand, is paid for by the shipper?—A. Yes, sir.

Q. Was this the case previous to, say, a year ago?—A. Oh, yes.

Q. We had information here awhile ago, I think it was from the Department, that previously the railways iced these cars without making a charge?—A. That must have been a long time ago.

Mr. FOUND: The I.C.R. did.

By the Chairman:

Q. Your Company has always made a charge for icing en route?—A. Yes. So far as the I.C.R. are concerned, it was just from one pocket into the other. The Government had some arrangement with the I.C.R.

Q. When you supply a refrigerator car, and charge these rates, per 100 lbs. for a minimum of 20,000 pounds, do you furnish the car already chilled or iced without making a charge, or do you charge for the first icing?—A. We charge for the first icing.

Q. What do you charge for the first icing?—A. \$2.50 a ton for the ice.

Q. And each subsequent icing?—A. At the rate of \$2.50 a ton.

Q. For the ice supplied?—A. Yes, sir.

Q. So that the average for icing a car is about \$20?—A. Well of course, we have a special upset rate across the continent of \$20 a car. But between, for instance, St. John and Montreal we would charge up the ice at the rate of \$2.50 a ton.

Q. How many tons would it take to ice a car for a short run?—A. The first icing would take about 4 tons, and that might suffice to take it right through.

Q. Four tons at \$2.50 would be \$10?—A. \$10.

Q. That would normally do to run through on a 36-hour schedule?—A. There are two nights and one day: I think it would take it through all right. But the instructions are, if the car requires icing en route, to fill up the bunkers and charge at the rate of \$2.50 a ton.

Q. You say the minimum carload weight for fresh fish is 20,000 pounds. What is the minimum carload quantity for smoked fish?—A. Pickled and salted fish between St. John, Ottawa and Toronto is carried on the minimum of 30,000 pounds.

Q. What about smoked fish, does that include smoked fish?—A. I think it does, but I will look it up—yes.

Q. When was that minimum made?—A. Oh, excuse me, "Canned, salted, dried or smoked fish, minimum 24,000 pounds between St. John, Montreal and Quebec, and pickled 30,000 pounds."

Q. That is the minimum which is in existence at the present time?—A. Yes.

Q. Has any change been made in the minimum of through carload lots for fresh, frozen, pickled or smoked fish within a year?—A. Not within a year, I do not think so. The rates have been reduced within a year, but I do not think the minimums were raised within that time.

Q. Mr. Hayes made the statement when here a few days ago, Mr. Macdonell, that the Intercolonial Railway had raised the minimum from 20,000 to 24,000 for fresh or frozen fish, and from 24,000 to 30,000 on smoked and pickled fish, and that this was done

MR. H. E. MACDONELL.