

want to suggest anything impracticable and I do believe it would be an impracticable thing to attempt to handle any gulf shore business on the Mulgrave car.

Q. What is the capacity of that car?—A. It will carry a tonnage of 60,000 pounds, but not of fish.

Q. You say that the refrigerator car from Mulgrave to Montreal is carrying now, ordinarily, about all it is safe to carry in it?—A. I would judge so, yes.

Q. And that for that reason, if for no other, it would not be practicable to consolidate shipments at a place like Campbellton?—A. Yes, and furthermore there is a loss of time. It would not be practicable.

Q. That is, from the standpoint, first, of the car, as it would be filled up; and, secondly, from the loss of time necessarily involved; and also that there are no facilities at the re-icing station where fish could be placed, and put on board?—A. Yes.

Q. What suggestion have you to meet the business of the people along the north shore, towards getting their fish into Montreal?—A. If the fishermen, either direct, or through Mr. Found, or through their association, care to go into the matter with us, we will be very glad to see what kind of a plan can be figured out to provide a service there that will give refrigerator protection to that north shore fish. Possibly certain points would have to be selected as concentrating points to be served by local freight or otherwise; and then there could be a car starting from a point sufficiently far down the line to take in these concentrating points on a schedule that would fairly well answer the requirements. It is a matter of detail that would have to be carefully gone into.

Q. Can you say now what the freight rate would be, whether you could give them a through freight rate by consolidating at Campbellton?—A. From points on the Intercolonial?

Q. And branch lines connecting with it.—A. The through rates we have now in effect.

Mr. FOUND: There would be no extra charge for the consolidation?

The WITNESS: Yes.

*By Mr. McCurdy:*

Q. That would be a matter entirely in your own hands?—A. Yes.

*By the Chairman:*

Q. What are the conditions under which express business is hauled by your railway, in point of division of receipts?—A. On the ordinary traffic the receipts are divided fifty fifty.

Q. That is the gross receipts?—A. Yes.

Q. Has the express company made any demands upon your railway, so far as you know, for improvements in express cars to meet the fish traffic?—A. No, I do not know of any such demand having been made, not recently.

Q. Have you read the evidence that has been given by previous witnesses in this inquiry?—A. Not altogether, no.

Q. It was suggested that there should be a division or a partition, setting off a part of an ordinary express car which could be chilled, so that fish could be transported by express in the chilled compartment. The express people replied that they did not furnish the cars, that these were furnished by the railway.—A. The railway furnishes the express cars.

Q. Would you be in a position to say whether such a proposal would be met favourably by your railway?—A. That is a matter I think it would be better to have the advice of some practical car-builder on, some expert in that line.

Q. Under whose branch does it come?—A. It comes under the car department.

Q. Does the railway object to hauling a refrigerator express car for the transportation of fish, in addition to the ordinary express car, between the Atlantic coast and interior points?—A. We prefer not to.

MR. C. A. HAYES.