

APPENDIX No. 3

By Mr. Stewart (Lunenburg):

Q. Is that to Montreal?—A. That is the mileage scale of rates applying within these sections. The average of the first-class freight rate to all of the express rates, assuming that we might have a shipment of one hundred pounds moved between each two zones, or two points, is 49.89 per cent, that is to say that the express rates on the whole are only slightly more than double the first-class freight rate throughout Canada, and that is less than the Interstate Commerce Commission basis, which gives double the first-class freight rate plus 25 cents per shipment, or for 100 pounds 25 cents per 100 pounds. The average fish freights, in less than carloads, from St. John, Digby, Halifax and Mulgrave collectively, carried on a net weight basis, is 61 per cent of merchandise rate and, 86.4 per cent of Scale "N," which is the farm products rate which I mentioned before. If we add 25 per cent for box and ice, or tare, which is the practice throughout Canada, except on the Atlantic coast, and throughout the United States, the rate would be 48.2 per cent of merchandise rate, and 69.1 per cent of Scale "N." From Vancouver, on L.C.L. lots the fish rate is 74.6 per cent of the merchandise rate. On the Pacific coast, 25 per cent is added for tare, and that is included in this figure. The C. L. rate is 54.1 per cent of the merchandise rate. To go into the details of your eastern traffic, if you wish it, from Mulgrave the fish rate on net weight, which is the practise, is 54.7 per cent of the merchandise rate, and 78.7 per cent of Scale "N," the Farm Products rate. If 25 per cent is added for box and ice, or tare, the rate is 43.8 per cent of Merchandise rate and 62.9 per cent of Scale "N." In the same way from Halifax, on net weight it is 60.8 per cent of Merchandise and 87.2 of Scale "N." If 25 per cent is added for tare it is 48.6 per cent of Merchandise and 69.7 per cent of Scale "N." From Digby on net weight it is 67.3 per cent of Merchandise and 94.4 per cent of Scale "N." With 25 per cent added for tare, it is 53.8 per cent of Merchandise and 75.5 per cent of Scale "N." From St. John, on net weight it is 62.8 per cent on Merchandise and 86.8 per cent on Scale "N," and with 25 per cent added for tare it is 50.3 per cent of Merchandise and 69.4 per cent of Scale "N." From Vancouver, on less than carload shipments, with 25 per cent added for tare, which is the rule there, it is 65.5 per cent of Merchandise, and 90.7 per cent of Scale "N." Now I would like to say that we find that while the rule is to add 25 per cent for box and ice, I do not think there is a single shipment where 25 per cent covers the tare. We had some shipments weighed yesterday at Montreal and on February 29 at Mulgrave, four of them. The aggregate weight was 1,230 pounds, destined to Stellarton, Moncton, Levis and Montreal. Some of these points are fairly close, and some are more than the average distance. Montreal is a little more than the average distance. There was 700 pounds net of fish on which they paid freight. There was 530 pounds of tare, being 76 per cent. If that had been billed at the gross weight which you pay for when you ship by ordinary freight, you get it on the basis of 13.2 per cent of the Merchandise rate. From Halifax we had on the same date two shipments to Wolfville and Springfield. The gross weight was 280 pounds, the tare 80 pounds, or 40 per cent of tare. The average rate on the net weight is 60.8 per cent of Merchandise; with 40 per cent of tare, it was 36.48 per cent of Merchandise. Now I would like to give you some comparisons of rates on fresh fish from Halifax with rates from Boston for similar distances.

By the Chairman:

Q. How would it be to hand that in in the form of a schedule?—A. I intend to place this schedule in your hands.

Q. It would give us more time to digest it. We would much rather have you do as other witnesses have done, hand it in to be attached along with your evidence as a document which you verify. We can study it then at our leisure.—A. It is my intention to leave that with you, in fact, I intended to hand it to you when I started.

MR. W. S. STOUT.