

APPENDIX No. 3

Q. No, in packages, boneless or bones removed?—A. Yes, there is some trade in that.

Q. Is that trade increasing any at all?—A. I do not think it is increasing very much.

Mr. BRITAIN: It is getting less every day. Fresh fish and mild cured fish is taking its place.

By Mr. McCurdy:

Q. Speaking of a new market, are you familiar with the enquiry that was sent out for fish for the Canadian troops?—A. Yes, I received the enquiry.

Q. What is your opinion about the feasibility of placing fresh fish in the overseas camps?—A. I could not give you much of an opinion, because I know nothing about their transportation facilities, their methods of handling or storage. One thing that we are pleased as Canadian dealers to know is, that they are going to make at least an attempt to supply our Canadian troops with Canadian fish while they are in the old country. We know that the fish trade there has been so curtailed, due to the war, that they could not hope to get British fish, the production in the British Isles has fallen off to such a tremendous extent; in fact they have been looking for Canadian fish to supply the British public. So, if the Canadian soldiers are to get fish at all it must of necessity be Canadian fish which the Canadian Government would ship to them. We look upon this as one attempt to help our Canadian fishing industry, not only by the fact that the Canadian troops will be eating some of this Canadian fish, but because it brings it prominently before the people of these countries that Canada is a fish producing country.

Q. You think it quite feasible?—A. You see there has been no attempt made to ship fresh fish, that would be out of the question. No fish would be shipped unless it is first treated by cold storage; it must be frozen or it could not be carried such a distance and reach its destination, Liverpool, say, in good condition; it must be frozen before it is shipped. And I do know that transatlantic steamers carrying fish are equipped with proper cold storage facilities; but I do not know what facilities there are beyond the terminals of these steamers; I could not tell you what way they will handle it.

By the Chairman:

Q. How do shipments forwarded in refrigerator cars hauled by fast freight compare on arrival with those forwarded in ordinary express cars?—A. This question is meant to make a comparison between the freight service and express service, is that it?

Q. Yes.—A. The freight service, the freight shipments would necessarily be longer in transit; and it is of great benefit, of great importance, in handling fish to get it as quickly as possible after it has been produced, so that the difference would be in a shorter time in transit in express cars. Ordinary express cars would not make much difference at certain seasons of the year, but at other seasons, such as the summer months, and the hot weather, it would make considerable difference, and would in part offset the advantage of the quicker delivery. I do not know if I am answering your question.

Q. You said a while ago that the express service was hardly satisfactory because in summer the car was too hot and in winter the ice melted in the cases?—A. When placed near the heat.

Q. Do you find the provision which has been made for the refrigerator car, when hauled by fast freight, to obviate these difficulties? Did you get a better service? In other words, not in point of time, but in point of protecting the fish?—A. Oh, yes, undoubtedly.

Q. The same price is charged, I suppose, to the retailer for fish when it is supplied to the dealer in Montreal or Toronto by freight or by express?—A. No, oh, no.

D. J. BYRNE.