

Q. You have no information about that?—A. No.

Q. We had some evidence last week from express men, and the rate was very, very much cheaper for carrying fish by express from Prince Rupert to Montreal than it is for instance from Halifax or Mulgrave to Montreal. I think the express rate from Mulgrave to Montreal is \$1.80 per hundred pounds?—A. I think it is.

Mr. KYTE: And from Prince Rupert it is down to about 50 or 60 cents; that is basing it upon the mileage; it is very much cheaper.

*By Mr. Chisholm (Inverness):*

Q. Have you any working agreement with the branch lines of the Intercolonial, say the Halifax and Southwestern, or the Inverness road, in regard to this question we are discussing now, the railway furnishing any facilities? For instance in the section of country served by the Inverness road there is a large number of fishermen all along the coast as far as that road goes. Have you ever furnished any accommodation for these people?—A. We usually have to furnish these branch lines with refrigerator cars. Application is made to us for refrigerator cars and we usually supply them quickly if they are available.

*By Mr. Kyte:*

Q. You always furnish these cars on application from the management of the branch lines?—A. Oh, yes.

*By Mr. Sinclair:*

Q. Will you tell us how many refrigerator cars you have now?—A. My recollection is that we have about 180.

Q. For this business?—A. For all purposes.

Q. Do you carry perishable agricultural products in your refrigerator cars?—A. We do some of it, butter, cheese, dressed hogs, etc.

Q. Can you describe your methods of handling agricultural products of a perishable nature on your line—in a general way?—A. The ordinary movement of the trade, the whole movement is in box cars, but take any great movement such as eggs on the Prince Edward Island business we give them a refrigerator car or a heated car. Take dressed hogs, we carry a great many carloads of those in winter.

Q. I was thinking more especially of dairy products.—A. We have not a very large quantity of dairy products that require refrigerator cars. It is usually freight haul movement and the box cars seem to answer all the purposes.

Q. Are there not collecting stations along the Intercolonial railway for dairy products?—A. They are not offering in sufficient quantities. In running into Halifax we have a train there, called No. 13, which comes in every morning with dairy products, milk, etc., for delivery to the Halifax market, but that is all done within a run of 50 or 60 miles of Halifax.

Q. And that business is done in the ordinary car?—A. Yes. In the summer-time they have a refrigerator car.

Q. Some dealers have given evidence that the express service was very unsatisfactory by reason of the cars being heated in order to accommodate the man in charge, and the result was that the ice in the fish boxes all melted, and the fish arrived in Montreal in a damaged condition, or in a very unsatisfactory condition. Have you considered that question? That, of course, is an express question, but we are told that your railway makes large profits in its express business and we expect you to take some interest in it.—A. We have not been particularly favourable to the running of a large quantity of fish by express. It is essential that we make the service on the fast trains to accommodate the travelling public, and if we put extra cars on those trains we lessen the opportunity of delivering those fast passenger trains at the different points on schedule time, because of the hazard that comes from an extra car being attached to the train.

MR. C. A. HAYES.