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had no complaints about the condition of fish except what I have heard since this investigation started. Since then I have heard that there were complaints about the condition of Atlantic fish.

Q. Have there been any claims against your company on account of fish being received in a partly scorched condition?—A. Mr. Vickers and I were discussing some fish which came in recently, where the ends of the boxes were hot, although they had been set away from the car pipes. That was in a car in which the pipes were carried all round the car. These pipes are going to be removed from the ends of the car and I think probably that will overcome the difficulty which has arisen. Mr. Gutelius has promised me that he would take the pipes out of the ends of the car on the Government railways, so that they will conform to the standard of the Canadian Pacific.

Q. Are you now disposed to go on and ask the Canadian Pacific Railway to furnish you a car like this for experimental purposes? I mean with one end partitioned off?—A. It does not mean one car but seven or ten cars, and if new cars are built it means an expenditure of \$130,000. It means also that the material for these cars could not be got at the present time under any circumstances or for any price. That is my information.

Q. Then you do not see your way clear to do it?—A. Please do not jump at a hasty conclusion. I was going to say that if the railway company will consent I will use my best efforts to have partitions put in in some of the cars that are now running, some of the old cars, as an experiment, to see what we can make out of it.

Q. Do you think that by improving the condition of fish as it is laid down in the interior markets, we could increase the demand for Atlantic fish?—A. I think you ought to.

Q. Is your company interested in increasing the quantity it handles?—A. Yes, but I would like to qualify that without it going into the record.

Q. Is it a desirable class of express matter?—A. In the year 1914 the Dominion Express Company lost on its transportation operations \$136,571, that is to say that the earnings of the business did not pay the expense of doing the business, by that sum. I wish to call your attention to the fact that that was before the war started. For the year 1915 the company had a loss of \$365,259. Now, gentlemen, if the fish is carried at 50 per cent, or only about one-half, of the merchandise rate, and all the traffic with the higher and lower rates does not pay the cost of operation, you will probably judge whether fish is a desirable commodity to carry at present rates.

By Mr. Stewart (Lunenburg):

Q. Under these circumstances how long do you propose continuing in business?—A. I don't see how we can quit, but we cannot go on indefinitely on that basis. As I explained at the outset, it does not cost the express company any less to carry your fish than it does to carry butter and eggs. The only advantage we have is the concession the railway company gives us on the fish, and the fish is a commodity which requires special attention and sometimes re-icing in transit. Then the ice or water from the fish is something that causes damage to other goods. Now, we are carrying your fish for about one-half of what we charge for merchandise, or making the allowance which we are in a position to make by reason of the concession of the railway company, we are carrying it at 60 per cent less than we are charging for farm products, and we are losing money on the whole operation.

By the Chairman:

Q. You would still have to run your express cars even if you did not have them full, would you not, as long as you remained in business?—A. Yes, I suppose so.

Q. And it would be better to have a car well filled than to have one only partially filled, even though filled with a lower class commodity?—A. That is presuming we are supposed to pay for the car. Is that in your mind?

MR. W. S. STOUT.