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after that. Mr. Hardwell's figures are for the calendar year. As a matter of fact I know the Grand Trunk added nearly 500 refrigerator cars in 1912, after the Railway Department's figures were published.

Mr. HARDWELL.—Now let me give the C.P.R. figures.

C. P. R.	
1907..	850
1908..	850
1909..	950
1910..	1,596
1911..	1,686
1912..	1,883

By Mr. Armstrong (Lambton):

Q. Where did you get those figures, are they from the regular reports?

A. They are from the reports to our Board. We do not see the reports made to the Department of Railways upon which Mr. Payne's annual report is based. We get our own statements.

Q. And yours is unquestionably accurate, I suppose?

A. I do not say so. I got these figures from Mr. Nixon, our chief operating officer. These statistics do not appertain to my department; I attend to rates and traffic matters.

By the Chairman:

Q. There is a great deal of complaint about the slow rate of travel to the West. What explanation have you to offer as to that?

A. The same condition prevails all over and it is owing to the enormous growth in traffic. The traffic has grown faster than the railway companies can keep pace with. This condition is not confined to Canada, and the average speed in this country is somewhat more than in the United States.

By Mr. Schaffner:

Q. You are speaking of freight traffic?

A. Yes. Last November, for instance, the average speed for the North American continent on all lines, was 26 miles a day. On the principal Canadian lines it was 26⁸/₁₀ miles a day, so that in Canada it was slightly over the average. In October the ratio was about the same, 26 to 26.7. In September the Canadian average had dropped to 22.1 as against the continental average of 24.4.

By the Chairman:

Q. How is that average worked out?

A. From the conductors' journals. Reports are supplied to the American Railway Association, which tabulates, prints and distributes them.

Q. I suppose it means that these figures were worked out on the basis of their cars. Some cars may be dropped off a train and left for a week or so at some siding and then picked up again.

A. These averages are not running time; they include stoppages.

Q. No, the averages are not figures on running time, because running time would show much higher results.

A. A great deal depends upon traffic density. In New England, for instance, the average seldom runs over 18 miles a day, and generally from 16 to 18 miles. That is on account of the density of traffic.

By Mr. Armstrong (Lambton):

Q. The express rate from Forest, Ontario, to Winnipeg, is \$4.20 per hundred pounds as compared with an express rate from Sarnia—which is only about 12 or 20