

APPENDIX No. 3

By the Chairman:

Q. What I mean is, supposing this refrigerator car leaves Mulgrave, and it is not filled up when it reaches Truro, certain shipments are consolidated there, and then at another point, say Moncton, or Newcastle, or Campbellton, shipments can be put in that car?—A. No, it would not be possible to do it and make the time that you want in getting it to Montreal. It is hard enough with the service you have now to get these cars there on time. You have to get these cars at your icing stations, and your icehouses are not where you can get at your cars either to put fish in or to take fish out, because they are not usually in accessible places. To do as you suggest would simply tend to spoil the service you now have from Mulgrave to Montreal.

By Mr. Sinclair:

Q. That objection does not apply to Campbellton, because you have to change engines there?—A. Yes, it does. There is no roadway up to the point where your car is standing in the train.

Q. Could not the shipment be placed in the car while changing engines?—A. When you arrive at Campbellton you have to take that car to the icehouse to have its bunkers examined and ice put in them. Where the icehouse is it would not be possible to get at it with a wagon to put your fish in the car; it would need several shuntings before you could get that fish put in the car.

Q. Could you not have your fish ready at the icehouse and have it put in the car while the ice is being put in the bunkers; is not that possible?—A. Then you have to figure on the probability that your car from Mulgrave may be full, and there is a man going to be disappointed.

Q. The Chairman has asked what can be done where it is possible?—A. The only way we can develop a business on the north shore would be to develop a freight service entirely independent from the Mulgrave or Halifax service.

Q. You have not made any effort to develop it?—A. No one has come along to say they had any business. We would be only too glad.

Q. We are very much struck here with the failure of the Intercolonial people to show a progressive spirit. The change in the tariff on fish was made at the instance of the Committee here some years ago, where an agitation arose, and the freight was lowered. Then the Marine and Fisheries Department designed the idea, or put forward the idea, of paying a part of the express rates, which has worked out very well and has been a great advantage. Now this Committee is trying to find out something else that would improve the transportation, and we are not able to find that the Intercolonial itself—that the men paid for doing these things—is designing anything in the way of improving the transportation of fish. I would like to have your views?—A. Here is an article from "The Canadian Fisherman" last year, which seems to show that our efforts are being appreciated. (Article handed to Mr. Sinclair.)

By the Chairman:

Q. You think it would not be feasible to consolidate shipments at such a point as Campbellton on the refrigerator car from Mulgrave to Montreal?—A. I would not advise attempting to do it.

Q. If it were telegraphed ahead stating that there was space in the car, would it not be possible?—A. Where is the shipper going to get his fish from? What time has he to get his fish?

Q. What is the time between Truro and Campbellton by fast freight?—A. Say twenty hours.

Q. That would afford a man ample time to ship from places on the gulf shore?—A. You take the Mulgrave cars; from the figures I have here the average weight on 67 cars that we handled last season was 35,390 pounds. Now, these cars are carrying on an average pretty nearly all it is advisable to undertake, and it is doubtful—I do not