

rate that could be adopted generally with respect to shipments from the West to the East, and the United States railways have a similar blanket rate from the valleys of the Pacific Coast to points in the Prairie Provinces.

A. Probably.

Q. What I want to get at is this: What view does the Railway Commission take of such an arrangement. Do the Railway Commission give their assent to the American shippers to make a classification of that kind?

A. No. The Board is not required by the Railway Act to approve of these tariffs. It is only required to approve the maximum tariffs of Canadian railways. All Canadian tariffs below that maximum are published and filed under the Railway Act and are subject to disallowance on change or complaint, or on the initiative of the Board.

Mr. ARMSTRONG (Lambton).—It was recorded in the papers after Mr. Johnson and others had made statements before the Committee that the Board of Railway Commissioners announced that nothing had been placed before them by the Fruit Growers' Association, that no request had been made to them.

A. Was that in the newspapers?

Q. Yes, is that correct?

A. I did not see it, but it was probably based on a letter that the Chairman of the Board, Mr. Dayton, wrote to the Chairman of this Committee.

Q. What was in that letter?

A. It was to the effect that the Chairman of the Board was not aware of any complaints that had not been attended to, and that if there were any outstanding complaints, he would be very glad indeed to have a list of them.

Mr. ARMSTRONG (Lambton).—If you will allow me I would like to place before the Committee a statement by the Transportation Committee of the Ontario Fruit Growers' Association. Mr. George E. McIntosh, who is the tariff expert of the Fruit Growers' Association of the Province of Ontario, made the following statement:

'It was my privilege to present the last appeals of the Ontario Fruit Growers' Association before the Commission, which were heard in Toronto, November 6th, 1912. Application No. 1 was for the same stop-over privilege for completing carloads as granted by the railways to shippers of live stock, grain, canned goods, poles and lumber or, in the alternative, the restoration of one-third rebate on part carloads shipped to concentration points. Application No. 2 was to compel the railway companies to pay shippers who had to put slat floors in refrigerator cars a reasonable amount for such work and material, similar to that paid for grain doors, coal doors, etc.

'These were important to all shippers, Ontario canned fruits had the stop-over privilege; British Columbia fruit growers had a special rate for any quantity to concentration points; the Official classification, the Western classification and the Southern classification all made allowance for fittings supplied for cars, and a prompt ruling of the Board was confidently looked for. As I said before the hearing took place on November 6th and the ruling of the Commission was handed out March 5th, 1913. The members of the Transportation Committee were anxious to know, so as to arrange plans for further improvement for the coming season. This delay of four months was, I believe, one of the points of complaint to which Mr. Johnson referred, and any others he will himself explain to you.

'Briefly the ruling of the Board was as follows: We get no stop-over privilege, but railways must give one third rebate on apples to concentration points. In regard to fittings supplied for refrigerator cars—no definite decision will be given until after April 15th'.