

6-7 GEORGE V, A. 1916

Q. You have made a summary below, what does it show?—A. That summary includes everything. That is, the carload shipments are included to get the total weight and pieces and consignments. The 1914 figures are set under the year 1913 for the purpose of comparison, and a difference is shown either of decrease or increase underneath the comparison. The figures for 1915 are shown under 1913 in a similar manner, to show the decrease, increase and the comparison. The years 1915 are dealt with similarly.

Q. Now, take the results for the year ending 30th June, 1913. The total weight is 380,915,616 pounds?—A. Yes, sir.

Q. For the year ending 30th June, 1914, the total weight is 420,749,764, an increase of nearly forty million pounds.—A. Yes, sir.

Q. The weight falls off in 1915?—A. It is 11,661,000 less than 1914, but it is more than 1913.

Q. That is the business by weight, now what is the object of this comparison? What does that prove?—A. The ratio, as I have explained, has been attacked.

Q. Never mind the attack?—A. The reason for that is this: On July 1st, 1913, we had a reduction of rates at the first of the year 1914, a reduction of rates of 20 per cent.

Q. You had it, you mean it was ordered by some one?—A. It was ordered and came into effect in 1913.

Q. By whom was it ordered?—A. By the Railway Board.

Q. Now, Mr. Williamson said yesterday, that he did not think that it affected his company The Canadian Express Company very much in its revenues?—A. In the case of the Dominion Express Company it affected us considerably.

Q. Why?—A. Because we are operating in the west where the rates were reduced.

Q. On what date did it go into effect?—A. July 1st, 1913.

By Mr. Turgeon:

Q. You say it affected the Western section only?—A. It affected the western section, west of Fort William, and some through rates were also affected, but the principal rate reduction was in the section west of Fort William.

By Mr. Chrysler, K.C.:

Q. Then you said it did affect in money the receipts of the Dominion Express Company?—A. 20 per cent reduction in the "Headline" rates, 12 per cent reduction in the business affected and it made about 5 per cent reduction of our entire receipts from transportation.

Mr. CHRYSLER, K.C. : Might I, Mr. Chairman, read this to the witness and ask him if it is correct. It is one sentence from the Board's judgment? "The reduction now ordered would, on this basis amount to.....a direct reduction of 20 per cent on the charges based on this gross sum would amount to..... Applying a reduction of 20 per cent on the standard maximum tariffs for traffic classified as merchandise."

Q. That is the reduction that was made that I was asking you about?—A. That is the reduction that I referred to.

Q. Was that reduction all over Canada or merely in the rates west of Fort William?—A. The rates west of Fort William were reduced but I understand they affect also some other rates.

Q. That we need not go into, but I only asked for an explanation as to how it affected you more than the Canadian Express Company?—A. We are represented in the west and consequently we bore a very large share of the reduction which affected our business very considerably.

Mr. SINCLAIR: Would you be kind enough, Mr. Chrysler, to tell us what the purpose of this examination is now?

Mr. W. H. PLANT.