

to trace that coal on the way down. When the coal arrived in Winnipeg it was a ton, a ton and a-quarter, and sometimes as high as a ton and a-half short. You can quite understand that the dealer who paid for the freight on the tipple weights and paid for the coal on the tipple weights found a large percentage of his prospective profit gone on this short weight. We pursued the investigation, and we found that in a carload of coal about a ton disappeared.

By the Chairman:

Q. Was that water that had dried out?—A. It shrunk to that extent.

By Hon. Mr. Webster:

Q. What distance had it gone? From what mine was that?—A. I am speaking of all the mines generally.

Q. But the special instance you referred to?—A. Our own mine at Lethbridge. At that time Lethbridge was the principal source.

By the Chairman:

Q. You don't mean that the coal broke down and that there was slack?—A. Oh, no.

Q. Apparently it lost that much water—evaporation?—A. If you will take these Government reports you will find the results of their tests and air drying, and that runs from 3 to 7 per cent.

Q. Loss of weight?—A. Yes. It was by looking at these Government reports that I finally came to the conclusion that there was something wrong. For instance, here is one mine has an air dry of 4.7; another 5.1; another 7.2. Of course, any exposure is going to shrink the coal to that extent. I suppose Senator Webster will know that better than I do.

By Hon. Mr. Webster:

Q. How many days would that car be in transit?—A. Between the time it was loaded at the tipple, if it was a season when there was no particular rush for coal, it might be ten days before the consignee unloaded the car.

Q. If it had been ten days further on the journey, would there be any more shrinkage?—A. I couldn't say. That is a test that has never been made. I just speak of the general result. There were continual claims that there was a shortage of coal as compared with the weights at which it was invoiced, and on which freights were charged.

Q. If that coal is carried to Ontario, there would be a further shrinkage?—A. I don't think carrying it double the mileage would make double the shrinkage.

By Hon. Mr. Laird:

Q. Of course, there is sometimes shrinkage between the dealer's scales and the seller?—A. Yes.

By the Chairman:

Q. I think, Mr. Lanigan, you would take care that your coal would be well weighed?—A. These little claims are a tax on your cost. If you pay a man on a ton of coal you are adding to your cost.

Q. Now if you are ready with your rates. You make up \$9.95 per ton from Lethbridge to Toronto, a distance of 1,990 miles as against 2,126 miles the other way?—A. If you will notice, the Canadian National have taken their figures on 36 tons to the car, and we have based our calculations on 46 tons to the car.

Q. Could you put 46 tons in a box car?—A. Oh, yes.

[Mr. W. B. Lanigan.]