

APPENDIX No. 3

Q. What is the reason of that?—A. We are having large amounts of war supplies to handle for the transports at Halifax. We have 22 troop trains to handle this month, we have been having very severe weather conditions to contend with, and I would not want to promise, or make any attempt to promise, the fish men that they would see very much improvement in the service much before the first of April. However, we shall endeavour to do our utmost to effect an early improvement.

Q. Let us come back to the old question as to whether anything can be done, more than is in force at the present time, to improve the shipments of fresh fish on the Intercolonial.—A. Well, as I say, I thought the service we arranged last spring was satisfactory.

Q. That does not touch the local service at all.—A. You mean in the Maritime Provinces?

Q. Anything between Mulgrave and Montreal does not touch the local service.—A. If you will put us in touch with the shippers, or if the shippers will come to us, stating what their plans may be, or what they may require in the way of improved service, we will be very glad to do our utmost to figure it out with them. Presuming, of course, they will have sufficient business to justify the improved service.

By Mr. McKenzie:

Q. Do you know anything about applications having been made in the fall of 1913 to 1915 for cars to carry fish in bulk from North Sydney to Montreal?—A. I do not recall any particular application. We have had applications for cars to haul fish in bulk at various points; I would not want to say that I recall anything particularly in regard to the situation in North Sydney.

Q. Fish merchants have reported to me that they have been refused cars—they could not get them at all—and the reason assigned was that the pickle from the fish rendered the car unsuitable for other work.—A. There was a regulation—

Q. For that reason they could not get any cars at all?—A. The railway has had regulations in effect from time to time that it would prefer not to furnish cars, or refrigerator cars, for fish in bulk, but for the last year or two I think we have been doing so without question.

Q. These would not necessarily be refrigerator cars?—A. Oh, box cars? I don't think we have ever refused any box cars.

Q. Yes. Let me assure you they were refused.—A. Not to my knowledge. We dislike to put refrigerator cars into that service because if you are going to use them again for butter, or cheese, freight of that kind, the odour is objectionable.

Q. This would be at a season of the year when they would not require refrigerator cars, just a clean, proper car for the transportation of fish in bulk.—A. I think there must be some misunderstanding or mistake, because I don't know any case where we have refused to furnish box cars for fish in bulk.

Q. I brought up the matter in the House of Commons last session or the session before, and the answer the minister gave me was that the car was rendered useless for other purposes by reason of the odour and the pickle from the fish.—A. Did your inquiry of him relate to box or refrigerator cars?

Q. I cannot say positively now, but my recollection of it was that it was just "cars" for carrying fish, not necessarily refrigerator cars. I would not be positive as to what I said at the time, but I remember the explanation, and I remember saying to the minister I thought he should have a couple of cars for that purpose even if they were not fit for handling anything else.—A. I do not know of any case where cars were refused for that reason. There may have been some cases that we refused refrigerator cars for that purpose, but we have for the last year or two put fish in refrigerator cars.

By Mr. Kyte:

Q. Do you happen to know what the express rate per hundred pounds from Prince Rupert to Montreal is?—A. I am not familiar with the express rate.

MR. C. A. HAYES.