

## APPENDIX No. 3

ments. That will be in the interests of everybody and will result in fish being sold more cheaply to the consumer. Every day the advent of the fast freight draws nearer. Experience has shown, and it has been borne out by the evidence already given in this inquiry, that fish landed, placed in refrigerator cars and hauled by fast freight arrive at their destination in practically as good condition as when they left the starting point.

*By Mr. Sinclair:*

Q. That is very good, but what we want to know is how to deal with freight offering at intermediate points?—A. I am speaking now in regard to the main markets, let us say such markets as Montreal and Toronto, to which shipments are now carried by express. These markets could be well served by fast freight at the present time to the advantage of everybody.

*By Mr. Loggie:*

Q. What about the intermediate points? There they also want to ship to Montreal and Toronto.—A. I think arrangements could be well made for consolidating shipments at certain points in that car, certain intermediate points, the same as shipments are now consolidated at Truro from Halifax and other points.

*By Mr. Sinclair:*

Q. Are there not express cars with isolated chambers where fish could be stored without being injured by the heat?—A. There are express refrigerator cars, the very same as the refrigerator fast freight cars, but with the fast freight you would pay on a carload 28 cents per hundred pounds from Mulgrave to Montreal, while on the express service for the same shipment the charge would be \$1.50.

Q. I am quite ready to grant that, but could we not get a fast service for shipments from intermediate points?—A. That could be well arranged. I do not think there would be anything unworkable in arranging, for instance, for shipments along the coasts of New Brunswick to be consolidated at given points—say at Newcastle or Campbellton—and put in that car and shipped forward.

Q. Has the Department ever considered the advisability of adopting some kind of improved car that would handle express goods, perishable goods, without being injured in transit? Has that ever come before the officers of the Department?—A. Do you mean by express?

Q. Yes.—A. Such a car is now available; the refrigerator express car is now a fact. It is by that method that all the through shipments are now hauled from the Pacific Coast to the East.

Q. Do you mean it is available for small packages?—A. No, sir.

*By Mr. Loggie:*

Q. What Mr. Sinclair wants to know, is there any possibility of having such a car on the Intercolonial that would pick up shipments at intermediate points?—A. Yes, sir, but it is too expensive.

*By Mr. Sinclair:*

Q. Could not two divisions be made in the one car by means of a partition, one of which could be devoted to shipments requiring cold air?—A. That would help. We have tried hard to get the express companies to do what was suggested the other day, that is, partition off a portion of a car which, if they would not ice themselves would be iced by the shippers.

Q. Have they refused to do so?—A. Yes.

Q. In the transit of fish, as the Chairman knows, in the cargo boats plying along the coast it is the commonest thing in the world to so arrange it that there shall be no hot pipes in the hull where the fish is packed. We find that works out very well.—

A. I repeat, we have tried hard to get the express companies to partition off a portion