

APPENDIX No. 3

Q. Now, London, Ontario?—A. 37 cents per 100 pounds, same minimum.

Q. That is the rate for carloads?—A. Carload lots only.

Q. Now the Windsor rate?—A. 39 cents per 100 pounds, same minimum.

Q. No less than carload lot rates?—A. No, sir.

Q. Now, the carload rate to Winnipeg?—A. I do not happen to have the rates to Winnipeg here with me.

Q. Have you the rates to Calgary and Vancouver?—A. The rate to Vancouver, I think, would be \$1.55 per 100 pounds, minimum 24,000 pounds. From Mulgrave it would be \$1.58 per 100 pounds, the same minimum.

Q. That is for fresh and frozen fish?—A. For fresh and frozen fish.

Q. Carried in refrigerator cars?—A. Yes

By Mr. Kyte:

Q. While on that point, have you the rate from Vancouver, or have you any rate for carrying fish from that city east?—A. Yes, sir, it is about the same.

Q. From Vancouver to Montreal?—A. Yes, sir, it would be \$1.50 from Vancouver to Montreal.

Q. What is the rate from St. John to Montreal?—A. 22 cents and 34 cents, respectively.

Q. The rate you quote from Vancouver to Montreal is cheaper, very much cheaper, taking into account the mileage, than the rate from St. John to Montreal.—A. Well, of course, one is a short haul and the other is a very long haul.

Q. We had some evidence given here some time ago in which it was stated that the low rate on a carload of fish from the Pacific coast to Montreal was due to certain competition which existed between transcontinental lines. Do you know anything about that?—A. I could not tell you exactly when that rate was made, but I could look it up for you. If you mean the Great Northern and Northern Pacific Railways, I do not know how far back they made the rate.

Q. But speaking of your own road, you cannot say from memory when that rate was fixed?—A. No, sir, I could not tell you that but it was quite a considerable time ago.

Q. Have all the Transcontinental Railway Companies a uniform rate for carrying fish from the Pacific coast to Montreal?—A. Yes, sir.

Q. So the rates you quoted are the rates of the Canadian Northern and the Grand Trunk Pacific?—A. Yes, sir. We make rates, all the lines. I mean to say, if the Canadian Pacific Railway, for instance, made a rate from the coast to Montreal all the other lines would wish to become parties to it, the Great Northern and the Northern Pacific with their connections between St. Paul and Chicago and between Chicago and Detroit, and so on.

Q. So the rates you quote are the rates of all lines covering the same territory?—A. Yes, unless somebody is foolish enough to hold out for a higher rate, and he would not get any business.

By the Chairman:

Q. Can you give the rates from Halifax to the places I have already named?—A. I do not think I can, sir.

Q. They would include, I suppose, an Intercolonial rate?—A. Yes. (Consults documents.) No, sir, I have not the tariffs with me.

Q. Will you give the rates from Yarmouth and Digby?—A. The rates from Yarmouth are generally 10 cents per 100 pounds over the rates from St. John, and from Digby 5 cents over St. John.

Q. In carload or less carload lots?—A. In carload lots.

Q. But can you take carload lots from Yarmouth or Digby on account of the Bay service, which is a ferry?—A. Of course, there is no ferry.

MR. H. E. MACDONELL.