

6-7 GEORGE V, A. 1916

Q. And have any improved cars been provided that you have heard of?—A. I have not heard, Mr. Sinclair. Perhaps Mr. Found will know as to that.

Mr. FOUND: I have no definite information. I understand the I. C. R. arranged for the building of new cars, but whether the cars have been delivered I do not know.

*By Mr. Sinclair:*

Q. I understand objection was made by the railway people that the putting of refrigerator cars on fast trains was unsafe for the traffic, and I want to find out what that objection amounts to, whether it is a real one or not?—A. Yes, undoubtedly it is a real one, Mr. Sinclair.

*By the Chairman:*

Q. What is the point in connection with it?—A. The objection.

Q. Yes?—A. Well, perhaps I had better read Mr. Kelly's letter.

Q. Cannot you give us the gist of it?—A. No, I cannot, it is couched in mechanical terms.

The CHAIRMAN: Mr. Sinclair, When you took up this subject with the witness he was going to put on the record a memo. which he had with him. Perhaps we could dispose of that now.

*By Mr. Sinclair:*

Q. Yes, give us the information regarding the business carried by the refrigerator service car?—A. That is under the arrangement with the Department of Marine and Fisheries made two or three years ago which has been referred to. I have here a statement showing the number of pounds of fish loaded per week, destined for Montreal, and separately the quantity destined to points west of Montreal, and again separately the amounts carried by the Canadian Express Company and by the Dominion Express Company, giving the aggregate in total form. The first statement covers the period from August 9, 1913, to January 31, 1914, or 26 weeks, August 9th being the date on which the first car was run under the arrangement with the department. To Montreal there was carried an average of 1,465 pounds by Canadian Express, and 5,522 pounds by Dominion Express, a total of 6,987 pounds average per week. That is Montreal only. Then, to points west of Montreal, the total average was 6,302 pounds, the two averages together amounting to 13,289 pounds. The significance of that statement is that to Montreal alone the average was less—considerably less—than the 10,000 pound minimum which the Government agreed to protect. But adding to the Montreal traffic, the traffic to points west of Montreal, which would include Toronto, it would bring the average up to 13,289 pounds, or higher than the minimum guaranteed by the Government, so that I think for that period the Government would not have to pay to make good its guarantee except in very few cases. That was for the first year of the operations a period of 26 weeks.

Then I have a second statement, similarly compiled, covering the next succeeding season, beginning with May 30, 1914, and running till January 16, 1915; a period of 34 weeks. That season was a little longer than the other which commenced in August, whereas this statement commences in May. The average to Montreal, without reading all the details, was 5,362 pounds. West of Montreal it was 5,060 pounds, a total to both destinations of 10,422 pounds, the average per week for the season being still above the 10,000 pound minimum guaranteed by the Government, so that I presume there were not many cases even in that period where the Government had to make good its guarantee. But it is a fact that the total average for the second season was less than the total for the first season, indicating that the car system so established by the department with the Railways and Express Companies was not made use of to the same extent in the second season that it was in the first.

Q. How do you explain that?—A. I don't know whether the production of fish had anything to do with it or not, on that point I am not well informed; but I was

MR. JOHN PULLEN.