

APPENDIX No. 2

By Mr. Sinclair:

Q. That rule does not apply to the Intercolonial Railway?—A. Not on the Intercolonial, we have on that road a very good refrigerator freight service. The Naval Service Department pays one-third of the express charges, but they will not give this assistance when the quantity of fish is sufficient in one shipment, at one time, from the coast point to one destination, to make a carload because they claim that shipment will take care of itself. I had been in the position where we shipped a carload from Lockport, N.S., via Halifax, by express and the Government would not pay one-third of the charges because it was a carload. Before that carload was shipped and while it was in transit, I got after the Dominion Express Company in an endeavour to secure some kind of lower rate than the existing through rate. They would not grant any reduction whatever and charged the same rate as for one box, and when it came in the Government refused to pay any portion of the charge.

Q. Why?—A. Because of the rule that when the shipments reached the minimum of a carload then the Government grant stops, that is, that the idea of the department is to develop the business up to the point where it reaches a carload, assuming that when it reaches that point we can get a better rate, but the express company refuses to give a better rate.

By Mr. McCurdy:

Q. In shipping from Lockport that brings another railway into the competition, the Canadian Northern?—A. Yes, but the C.N.R. only hauls it from Lockport to Halifax where it turns it over to another company, and they have a pro rata charge. The express company assumes those charges from Halifax on and pays them.

Q. What express company was involved in this case you speak of?—A. The Dominion.

By the Chairman:

Q. Do you think it would be desirable, in order to broaden the demand for fish to have demonstration kitchens in different centres of the Dominion where fish is not much used now, in order that the people might learn how to cook and serve it. Something of the sort was tried at the Toronto fair, I believe, last year, and was very successful?—A. That was a fish restaurant. Our view, as members of the fish industry and the Fisheries' Association is that anything which makes for publicity, anything which tends to bring the subject of fish more prominently before the public is bound to do good. We think what the public needs is more education as to the value of fish as a good food and the rest will follow.

By Mr. McCurdy:

Q. What is your association doing in educative work of that kind?—A. Well, we develop among our members a spirit of working together to bring the fisheries more prominently before the public. One of the things we are doing is that an idea, emanating from one of our members has been put into effect by the association at our recent annual meeting, to have an annual fish day, the same as they have an orange day, or a salmon day or an oyster day in the States, and the first of these annual fish days is to take place next Tuesday, a week from to-morrow, the 29th February. All we want is to bring fish prominently before the public. If the public only knew the economic value of good fish, getting it right, and knowing how to cook it, there would be a lot more used.

By Mr. Sinclair:

Q. Do you think a good deal could be done by the retail dealers preparing fish for the pan, in place of selling as they often do in a rough state. It is objectionable to servants to clean fish. Take a fish with scales into a kitchen, and the ordinary servant does not like the work of making that ready to cook. I know a retail firm

D. J. BYRNE.