

Q. Yes?—A. I have nothing.

Q. Will you state, Mr. Payne, the distance between Mulgrave and Boston, via St. John, by land?—A. Mulgrave to Boston via St. John, and from St. John via the Boston and Maine, the distance is 790 miles.

Q. Now give, please, the distance from Mulgrave to Montreal via St. John on the Canadian Pacific Railway?—A. The distance from Mulgrave to Montreal by the Intercolonial and the Canadian Pacific is 817 miles. By the Intercolonial alone it is 897 miles.

Q. What is the distance from St. John, N.B., to Montreal by the Canadian Pacific Railway?—A. It is 482 miles.

Q. What is the distance from Vancouver to New York by Canadian Pacific and connecting lines?—A. The distance from Vancouver to New York via Montreal is 3,272 miles.

Q. Now, I would like to ask you, Mr. Payne, in view of the fact that you have had an amateur's experience in the distribution of sea foods here in Ottawa, whether you have formed any idea as to the best method of distributing fresh fish in cities?—A. Mr. Chairman, I have very definitely, and that judgment is based upon talking with a great many people about the distribution of fish, for, as I told you at the last meeting, I have taken a great deal of personal interest in the matter of fish. If fish were presented attractively to a housekeeper, it is practically certain that a substitution of fish for meat would take place very largely. In other words, the ordinary householder in Ottawa would use five times as much fish as that householder now uses. What happens is that one goes to the butcher shop and finds a very unattractive presentation of fish. In summer-time it is particularly objectionable. If the fish were brought to your door, it would result, in my judgment, in at least five times as much fish being consumed as under the present method of distribution. Now, a very attractive form for bringing fish to your door would be in what I might call a portable refrigerator, a thing which does not suggest any particular expense. Simply a box, enamelled on the inside so as to be perfectly sanitary and clean, with an ice chamber on the top, and a liberal distribution of ice on the inside. For people do like to see ice in contact with the fish. There should be a drainage provided to carry away the water, for nothing is so uninviting as to see fish lying in a pool of water. I am confident, if such a system were adopted, it could be carried out inexpensively, and be made profitable, and would certainly result in a very large increase in the consumption of fish.

*By Mr. Sinclair:*

Q. You said the express companies were profitable institutions?—A. Mr. Sinclair, there can be no possible doubt about that.

Q. They have no real capital, and I understood you to say that the railway companies get the profits?—A. I do not mean to say they are profitable simply because they have earnings and no actual capital. I mean if you assume that they have all the capital which they claim to have, and which is an actual investment, still the profit is very large.

Q. Where does the money go?—A. It goes into the pockets of the railway company.

Q. Do the shareholders of the Canadian Pacific Railway get the benefit of it in the case of the Dominion Express Company?—A. They must get it. It goes to the shareholders of the Canadian Pacific, because the Canadian Pacific, in the case of the Dominion Express, gets absolutely all the money that the Dominion Express Company makes.

Q. The same is true in the case of the Canadian Express Company; it goes to the Grand Trunk?—A. Absolutely. And in the case of the Canadian Northern Express to the Canadian Northern; and then in the case of the other little company, the British America, it goes to the Algoma Central, every penny. It is a mere matter of charging

Mr. J. L. PAYNE.