

APPENDIX No. 3

The CHAIRMAN: I think I might as well, in order to get all the information available for the Committee, ask Mr. Payne to prepare a statement showing the aid given as well to the branch lines as to the main line. In other words, to have the assistance which has been rendered to the entire system, exhibited. Can you do that?

The WITNESS: Yes, but you cannot separate them. In many cases the aid was given we will say to Company "A" an entirely separate organization, but before a dollar of that aid was paid over, all the rights of that company were acquired by the Canadian Pacific and the latter company received all the money, although it stands in the public accounts as being paid to Company "A." We have that information all separated though.

The CHAIRMAN: Very well, then, you will furnish all that.

By Mr. McKenzie:

Q. Speaking only for myself, I think the information would be more useful if it shows what aid went to the main line direct in the first instance, and then what went to the branch companies.—A. I will make it separate. I will not join them. I will show you the statements in regard to the parent company and the subsidiary companies separately. I understand you, Mr. McKenzie, and I think that is only a fair way of putting the statement.

By the Chairman:

Q. Can you give the Committee some information with regard to the number of express cars on the different roads in Canada?—A. I cannot, Mr. Chairman, we have not in our system separated express cars from other cars. The express car is very frequently a composite car, as you know; it would be difficult to do it. We have just combination cars called mail, express and baggage cars altogether.

Q. Do you know how many refrigerator cars the different railway companies have?—A. Yes, the total number of refrigerator cars in the Dominion in 1915 was 4,713. Of these 191 were attached to the Intercolonial, 1,804 to the Canadian Pacific and 1,995 to the Grand Trunk.

Q. That is for the year 1915. Is that the last report you have?—A. That is the very last. The report is not yet published but I am giving you advance figures.

Q. Have you ever considered the question of the nationalization of the express companies?—A. I have in connection with the question of state ownership of public utilities.

Q. Would it be feasible to take over and operate the express company separate from the railway companies?—A. I see no inherent difficulty in the way.

Q. I suppose you are not in a position to state what the actual value of them would be, in view of the fact that they are not now earning anything? Speaking of express companies, I suppose the value would be very low?—A. Oh, I think Mr. Chairman, that they are earning a good deal.

Q. But they do not show it in the way of profits?—A. They do not show it in the way of profits. The owning railway company now receives a very large consideration. I think we ought to be perfectly frank amongst ourselves about these express privileges. They constitute to a large extent, as far as the owning railway is concerned, an almost absolute agreement.

By Mr. Loggie:

Q. An absolute agreement?—A. An absolute agreement.

Q. And they are very nearly one-half of the total earnings?—A. A little more than one-half. Some payment, Mr. Loggie, is made to other carriers, but insofar as the railway company receives from its own express company payment for express privileges, that is to a very considerable extent clear profit.