

6-7 GEORGE V, A. 1916

Q. Could you say that it was not the case?—A. No, but I presume that it was agreed to and that the tariff department of our railway arranged with the tariff department of the C. P. R. when the change should go into effect.

Q. That is the usual procedure between railways?—A. Yes.

Q. Where is the competition, if they are unifying their tariffs?—A. The railways have their rates fixed for that by the Railway Board which necessitates a unification of tariffs.

Q. Would it be within the province of the Railway Board to regulate such a thing as a minimum carload?—A. Yes.

Q. Do the railways make arrangements for the most convenient and expeditious delivery of freight on its arrival?—A. Yes, the railway is sure to do its best to deliver the goods as fast as it can.

Q. Supposing fish is shipped by fast freight to Montreal, at what point can the consignee be sure of getting it say within two or three hours of its arrival?—A. I think that the fish is now being delivered at Bonaventure terminal, but it may possibly be delivered at Point St. Charles. I think an arrangement was made within the last few years to have it delivered at Bonaventure.

Mr. FOUND: It is delivered at some road there, I do not remember the name, but it is some road where the fish dealers can go and get the fish.

*By the Chairman:*

Q. How long after the arrival of the train at Montreal is it possible that delivery can be made at this point you speak of?—A. I am not exactly familiar with the details, but it ought to be within three or four hours, if not less than that. We had an arrangement whereby the car instead of being taken out to the usual terminal at Turcotte was cut off at Point St. Charles so that switchmen could place it promptly on arrival; that would enable them to place the car within two hours after the train arrives at Montreal.

Q. If these arrangements have not been satisfactory to the dealers in Montreal, can your branch see that proper arrangements are made in that respect?—A. Yes, that is we would undertake to do so. Of course our terminal in Montreal is used jointly with the Grand Trunk and you will appreciate that they have business to handle for themselves as well as the business of the Intercolonial.

Q. But they do not have any fish from the east, do they?—A. No.

Q. And therefore if this particular place were laid out, or set aside, for setting down of fish freights, their own business would not conflict with the business of the Intercolonial Railway at that point?—A. Perhaps not, but it is hardly possible that fish is the only business that is to be delivered at that place.

Q. What we want to do, if we can, is to so arrange a method of transportation of fresh and mildly cured fish that it can reach the consumer with as little loss of time as possible, and, in order to do that, we must save the delays which now take place in delivery at such points as Montreal. The loss of three or four hours in the delivery of the fish means considerable, because it deteriorates very fast unless it is kept chilled. To enable dealers at points on the Straits of Northumberland and the northern coast of New Brunswick to take advantage of such fast service could it be arranged for shippers at those points to have their shipments forwarded to Moncton, Newcastle, Campbellton and other points and there be consolidated into these refrigerator cars and get the through rate to the points of destination?—A. What points have you in mind on the Straits of Northumberland?

Mr. FOUND: Pictou, Shediac, Richibucto, Newcastle, Chatham. As I understand it, what the chairman has in mind is the possibility of making the freight service available to a greater number of points than it is now.

WITNESS: If there is the volume of business there or at any other point, that is perfectly feasible.

MR. C. A. HAYES.