

6-7 GEORGE V, A. 1916

Should at any time one car be insufficient to carry the volume of L.C.L. shipments offering, other cars will be provided.

The agent at Mulgrave will endeavour to ascertain the quantity of fish that will be offering for each day's shipments and will arrange to have the necessary car or cars on hand. (See note.)

Waybills for these cars must bear the notation:

"Subsidized Car."

"To be fully iced at all regular icing stations."

Agents at Halifax and Mulgrave will send PROMPTLY copies of all waybills covering fish shipped under this arrangement to the general freight agent.

NOTE.—This arrangement does not apply on carload lots, that is 20,000 pounds or more in any one shipment, although in such cases or if the shipper is paying the freight on that quantity, if there is sufficient room left the car can be used to carry any L.C.L. shipments that may be offering for movement under this subsidized arrangement.

And then, in addition, there was a Saturday car.

*By Mr. Sinclair:*

Q. How many hours from Mulgrave to Montreal?—A. About 64 hours from Mulgrave. I may say the Saturday car ran on the same schedule. During that period I am short the records for five shipping days in October—one Saturday, two Mondays, and two Thursdays. From the 1st of June to the 15th of January we handled from Mulgrave 67 carloads, total weight 1,185 tons, average weight per car, about 17½ tons. During that period the Monday and Thursday cars were only availed of by shippers eight times. Now, the service was there, and I am at a loss to understand its not being taken advantage of to a greater extent.

Q. That was up to the 15th of January of this year?—A. Yes. We are giving the same service now, or undertaking to do so.

Q. That does not refer to less than carload lots?—A. The less than carload lots are billed at the carload rate mostly, because if the larger shippers got fish in sufficient quantities, entitling them to the carload rate, the smaller shippers, who ordinarily would not have sufficient freight to entitle them to the less than carload rate were able to put their fish in with the larger shipments and so get the benefit of the lower rate.

Q. On those days?—A. On those days.

Q. Why is it your service has been so demoralized; what is the reason of that?—A. You would not ask me to subscribe to the use of the word "demoralized," would you?

Q. We have been told of carloads of fish on various occasions taking six and seven days to come from Mulgrave to Montreal. Of course, it makes it a very hazardous business to send fish at all, under those circumstances.—A. I think that length of time is exaggerated somewhat, but the service has not been since the middle of December, what we would like to make it.

Q. Do you give fish a preference over other commodities?—A. Yes, as far as we are able to do it.

Q. In that case then the fast freight train must have taken that length of time?—A. The fast freight train has hardly taken that length of time. Sometimes a refrigerator car will get disabled—we have had such things occur—and it may have to be set out of the train for repairs; but we endeavour to pick that car up as promptly as we can after repairs. Barring any occurrences like that, the fish traffic has been given the best treatment we could give it.

Q. Are the conditions better now?—A. I would not like to say they are. They will not likely be very much better for the next three or four weeks.

MR. C. A. HAYES.