

APPENDIX No. 3

season. There is greater danger in carrying fish by express in the winter season than there is in summer. In winter frozen fish is put into a car heated by steam pipes, the effect of which is to cause the oil in the fish to run, and the fish deteriorates within 24 hours. I think provision can be made by the Government for better storage facilities when they are building new express cars or remodelling those at present in use. In your opinion would it be feasible to construct an express car with one quarter of the car partitioned off?—A. I do not think it is feasible. I do not make that as an absolute statement, but I do not see how you can insulate any part of a steam-heated car.

Q. Could there not be a portion of the car insulated and kept quite cool in the winter season?—A. I would be very glad to get our people to give you blue prints and an opinion on that.

Q. I think it is very desirable for this Committee to hear the judgment of your Master Car Builder, or a similar official of the Intercolonial Railway.—A. I will be very glad to get our Master Car Builder to give you all the information he can on that subject as soon as possible.

By Mr. Stewart (Lunenburg):

Q. Does your Company operate a fast freight refrigerator service to Nova Scotia points, say Mulgrave?—A. No, of course, not from Mulgrave. We did try to make an arrangement of that kind between St. John and Montreal.

Q. I understood you to make some reference to Mulgrave in your remarks some time ago, and I did not understand what you were referring to then?—A. Any business between Mulgrave and Montreal would be handled by the Intercolonial direct. But we did endeavour to put in a fast freight service between St. John and Montreal for the fish business, but it was not tried out. Unfortunately it was opened at the end of the season, and the people did not avail themselves of the car we set aside for them weekly, and the season was over, and we never gave it a trial.

Q. Can you operate a fast freight service over your Dominion Atlantic line in competition with the Intercolonial?—A. There is a great deal of fish moving there now; it is being handled now; and a great deal moving now between Yarmouth and St. John, and Digby and St. John.

Q. But do you handle any fish business between Halifax and Digby over the D.A.R.?—A. Very probably that route will be opened up for that business one of these days.

By Mr. Loggie:

Q. You do handle a fast freight service between Fredericton and Boston?—A. Ours is a very short haul there, it is only about 68 miles from Fredericton to Vanceboro'.

Q. I will tell you one thing that would improve that service: if the cars could be charged with ice and salt en route at Bangor or Portland, not at Vanceboro.—A. There are icing facilities all along the line.

MR. LOGGIE: But nobody looks after the small freight shipments. Although the car is fully loaded it is made up of small shipments for which nobody is responsible, unless the railway itself takes charge. Sometimes the goods do not arrive in very good order.

The CHAIRMAN: If there are no further questions to ask, we will consider this witness discharged.

Witness discharged.

The CHAIRMAN: At the request of Mr. Sinclair, I wrote Mr. Masters of the Yarmouth Steamship Co., Boston, asking him if he would give evidence before the Com-