

## APPENDIX No. 3

Q.—You are operating also on the Transcontinental, I suppose?—A. Wherever they have at the present time a train service in operation, also on the National Transcontinental.

Mr. SINCLAIR: You might ask, Mr. Chairman, what proportion of the earnings goes to the Government, and what to the company.

*By the Chairman:*

Q. Can you state that, Mr. Pullen?—A. I can state it, but I wonder if it is entirely proper to state it in view of the fact that it is part of a contract with the Government, and perhaps I ought not to state that without the consent of the Government.

Q. I think we will take the responsibility of placating the Government in case they are irate?—A. If you think it is important I will be very glad to give the information.

Q. I think it is important.—A. What is the question, Mr. Chairman?

Q. What is the distribution of the receipts between your company and the railway?—A. You apply that to the specific fish traffic?

Q. We can bring it down to the fish traffic, if you like, first.

*By Mr. Sinclair:*

Q. What is the percentage?—A. For fish carried in the ordinary express car, not in a subsidized Government car, the division between the Government railway and the express company is 50 per cent to each. For fish carried in the Government subsidized car, there was not a fixed percentage, but a minimum charge of the Government railway of 90 cents per hundred pounds, and \$90 per car from Mulgrave to Montreal, which is considerably higher than the 50 per cent.

*By the Chairman:*

Q. You pay that to the Government?—A. Yes.

*By Mr. Sinclair:*

Q. It may be that the Government is charging too much?—A. I am not alleging that the Government are charging too much.

Mr. SINCLAIR: Perhaps we can get a reduction.

*By the Chairman:*

Q. You operate then over the Government lines between Mulgrave and Montreal, a distance of 884 miles?—A. Yes.

Q. How many officials have you, or employees, within that district?—A. Oh, I could not answer that question; I could answer as to the officials. We have a superintendent at St. John, who has jurisdiction east of Rivière du Loup. We have two route agents whose business it is to assist the superintendent and to supervise the management of the local business. We have quite a number of salaried agencies at the principal points. For the most part, for the larger number of stations, we employ the agents of the Government railway and pay them a commission on the express business, West of Rivière du Loup, the territory comes again under another superintendent whose headquarters are at Montreal, and he, in turn, has an assistant superintendent, with three or four route agents who also have jurisdiction over the Government railways, the Intercolonial and part of the National Transcontinental, in addition to certain of the mileage of the Grand Trunk which belongs right in that same territory. Then there are the local officials in addition to that.

Q. Of course, apart I mean from the general headquarters staff. In connection with the operations of your business between Mulgrave and Montreal, you have these district men you have mentioned?—A. Yes.