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them up to 10,000 pounds in that car were guaranteed. Now, that guarantee was met in nearly every instance. In 1914 the experience was quite different. There were 34 trips made and on 18 of these trips the quantity was below; in several instances very seriously below, the 10,000 pounds.

By Mr. Kyte:

Q. And the difference had to be made up by the department?—A. The department had to pay not only one-third of the express charges on all the shipments that were in the car, but the full amount for those that were not in up to ten thousand. That was one reason. The railway had considerable difficulty with that car, a difficulty in haulage. Possibly the car was not of proper construction for the purpose.

By Mr. Loggie:

Q. It may not have been properly constructed?—A. It may not have been of proper construction and the railway company were very anxious to get rid of the service which had frequently delayed their trains. Their train was a heavy train, and in the light of the heavy cost, and of the fact that a fast freight in the refrigerator cars is feasible for the moving of fresh fish and is in the public interest, it was decided last year to replace that service by a fast freight service three days a week.

By Mr. Sinclair:

Q. Why is it the fast freight goes every day?—A. The freight service is a daily one, but the cold storage car was made available to the shippers three days a week. You can easily see that if the railway company did not get a certain number of pounds of freight in, or a certain amount of earnings on, that car, it would not pay them to haul the car.

Q. But if the shipper has a carload of fish, can he not secure the necessary service by ordering a refrigerator car?—A. But if he wants to send two or three thousand pounds it would not pay the railroad to haul it.

Q. But if he wants to send fish forward he can only do so one day a week?—A. No, there is a three-day service now. I mean any other day outside of that.

By Mr. McCurdy:

Q. Has the Department of Naval Service been called upon by the Railway Department to make any payment, or give any guarantee, with respect to the improved class of service?—A. They guaranteed the earnings on that car each trip west. It used to be on two-thirds of a minimum carload of 20,000 pounds. This year it was fixed at the sum of \$35 plus the cost of the ice.

By Mr. Kyte:

Q. The Government were to pay the difference?—A. Yes, if there was any difference.

By Mr. McCurdy:

Q. What payments have you been called upon to make under that agreement?—A. I have not a statement of them with me, but I can hand in one to the committee later.

By Mr. Loggie:

Q. I would like to know why there is not an express service available to intermediate points?—A. There is an express train now coming West.

Q. The express service is available?—A. All the time.

Q. But in the winter season the shipments go into a heated car?—A. Yes.

Q. And in the summer season the shipments are put into such warm cars that the ice in them melts very quickly?—A. No doubt. I would like, Mr. Chairman, to impress upon the committee very strongly my own view that the business is now big enough to be handled mainly by fast freight and not by express. That is, that in place of express being relied upon, recourse should be had to a fast freight service, allowing the express service to deal with the secondary end of it and meet the smaller require-

MR. W. A. FOUND.