

6-7 GEORGE V, A. 1916

Q. What are the objections to it as nearly as you have learned?—A. It involves the placing of a permanent partition in the car, with a door of the refrigerator car type, so that access to that end is possible from the other end if necessary; and the strengthening of the springs on that end of the car to carry the additional load; because if you put a super-load in one end of the car without a corresponding balancing on the other end, your car is going to tilt, and it is not a safe running car from an operating point of view. But I am told it is mechanically possible to make such a car, and that by building, or rebuilding, cars for the purpose it would be practicable to run a car in that way.

Q. Would your company be disposed to do that in order to encourage this traffic—A. We are, and while I have not asked the railway company if they will incur that expense, I think they will. They are quite as anxious as we are to do all that is possible in this matter.

Q. Would that involve any reclassification of the rate?—A. Oh, no.

*By Mr. Chisholm (Inverness):*

Q. That would be a matter for the railway company to do?—A. We would have to arrange with the railway to provide us with the cars to suit the requirements. They tell me mechanically it is a possible thing to do, and probably from an operating point it could be accommodated. But it has this disadvantage: we practically have to work very much the same as working two cars, because this refrigerator end of the car would be practically shut off from the main body of the car. We might have some difficulty, such as was spoken of by Mr. Byrne the other day, in his reference to a cold storage plant which would admit a freight car, he could not insulate so big an affair; and it may be difficult to insulate that compartment as thoroughly as we wish. We do not know how far we can go; it has never been tried. I may say that I discussed this question with Mr. Gutelius, General Manager of the Government railways, last night, and he told me that the new cars which the Government is building are built upon the plans of the standard car of the Dominion Express Company, and that means that there are no heating pipes in the ends of the cars; but all the heating pipes are between the two side doors, so that there is a cool end in the car. Then there is an opening in the cars, near the floor, in which you can raise a slide to let in air, if that will answer your purpose. I am told it would be practicable—but there may be some little difficulty to overcome—to put in a bunker for ice, if ice is wanted in the summer. The old cars of the Government railways are being remodelled, and the pipes are being taken out of the ends of the car and concentrated in the centre. That is done at our request. There is another difficulty: it is a little difficult to maintain or keep a certain number of cars absolutely on one run. Shortages in equipment sometimes occur because of increased movement in some direction, and cars get shifted off. There would always be that danger, that while we provide sufficient cars to meet that traffic, it is possible that, when you have a considerable shipment to make, that car will not be there,—unless you make all the cars like that; and we could not.

Q. This matter of subdivision in the express car for the purpose of carrying fish in summer and winter has been under consideration, and you are inclined to think that your company will consider it favourably?—A. We feel quite confident they will do what they can in that direction.

Q. The shippers and wholesalers have stated that they regard it as an element of the successful working out of the business of transporting fish in good condition?—A. Yes. I would like to say right here, that at the present time on shipments from other than points east of New Glasgow, or rather from points exclusive to the Government railways, that we use the same style of a car on sections. We have had no complaints about the condition of fish, except the Atlantic fish. Now, is that because of a lack of proper facilities, or is it due to other causes over which the express companies have no control?

Mr. W. S. Stout.