

3-4 GEORGE V., A. 1913

Co., via Portland, lost \$337, a total loss of \$1,024. This does not include the loss on shipment to the Soo. The exact amount I do not yet know, but I am told it will amount to about \$2,100.'

Mr. DOUGLAS.—Do I understand that they were shipped in every case in refrigerator cars?

Mr. ARMSTRONG (Lambton).—Well, these men are careful shippers. Of course shipping out in November it is possible they considered it was safe enough to ship them by the ordinary freight car.

Mr. DOUGLAS.—Were they shipped on a freight basis?

Mr. ARMSTRONG (Lambton).—This will be on a freight basis.

Mr. SCHAFFNER.—Did you say 154 hours was slow time to Brandon?

Mr. ARMSTRONG (Lambton).—No, the loss was \$150, but five miles an hour was the average speed. I gave you the loss on each car.

Mr. SCHAFFNER.—They will be bound to freeze going up there in November.

Mr. ARMSTRONG (Lambton).—These may have been in refrigerator cars.

Mr. SCHAFFNER.—If they were in heated cars they would be all right, but apparently they were not. We often have in the first two weeks of November as keen a frost as we have any time in the winter and apples are bound to freeze under those conditions.

The CHAIRMAN.—Mr. Johnson says, 'I am not sure but a couple of years ago one of the big railways in the United States cut their transportation rates by 40 cents per barrel in order to meet competition.

Mr. SCHAFFNER.—I think that Mr. Johnson makes some rash statements here.

Mr. ARMSTRONG (Lambton).—Mr. Johnson made his statements on the authority of the tariff expert of the Fruit Growers' Association and was supported by that Association, and there is no question that he believes he had the proper source of information so that it is folly for us to blame Mr. Johnson in that regard. If the facts are as Mr. Hardwell here states, which is no doubt the case, it is hard to understand such a glaring difference between Lethbridge, for instance and Winnipeg. It seems incredible that such a mistake should be made by the man who was appointed by the Association to gather statistics. However, this will have to be investigated further, but those are the statements that I am making.

Mr. HARDWELL.—These figures of mine are taken from the official tariffs.

The CHAIRMAN.—After all there is not such a great difference as appears on the surface as between Mr. Johnson's statements and the evidence this morning. I think Mr. Johnson had reference to the mileage from the West, from Washington and Ontario, respectively, and I think if you go over Mr. Johnson's evidence very carefully you will find, as I said a moment ago, there is not such a very great difference, especially if you go further on in his evidence. It is the same with Mr. Johnson's evidence as with all evidence before this Committee, unfortunately: we go into one subject for a few minutes, partly deal with it, and then jump to something else, later on coming back to the first subject again. It is unfortunate, but we have been in the habit of doing that. If we could only get through with one subject, clean it up entirely before proceeding to discuss another question, the evidence given before this Committee would be very much more valuable, but I must admit that it is very hard in a committee of this kind to conduct the examination in that way.

By Mr. Armstrong (Lambton):

Q. Is it not a fact that the increase in the number of refrigerator cars has been very small for a number of years past?

A. I have a statement of that here. In 1907 the Grand Trunk had 985 refrigerator cars, in 1912 they had 1,450. The latter includes the refrigerator cars built on Grand Trunk Pacific account, but the cars are pooled, they are used in common; the Grand Trunk Pacific cars are used in the East, as they have very little use for them yet in the West.