

## APPENDIX No. 3

vided for general express matter at certain seasons of the year when the business is running heavy, and there is too much for one car.

Q. How is that car taken back again, is it necessarily loaded on its return?—A. Not always.

Q. Yet we are dealing with the very situation which prevails, when I asked you to make a compartment in the car?—A. I was going to suggest, if you want an expression of opinion, that the service which the Department of Marine and Fisheries established two or three years ago was along the right lines. At that time, with the co-operation of the express companies and the railway companies, the department arranged that there should be run, once a week, an express refrigerator car for this fish. The car was started at Mulgrave. Shipments were also made from Halifax, and the fish from both districts were consolidated in the one car at Truro.

Q. Once a week?—A. Yes. The car ran through to Montreal under a guaranteed minimum of 10,000 pounds by the department. The first year it seemed to work out very well. As near as I recollect, there were very few days or weeks when that car did not carry approximately 10,000 pounds. Sometimes it ran heavier, sometimes slightly less. The service was also continued the second year, but in the second year, my recollection of the figures is—and I have some figures here on that—that the average loading per car, or per week, was not as heavy as the first year.

Q. You are talking about freight or express?—A. Express only.

*By the Chairman:*

Q. Refrigerator express?—A. Yes, under arrangement made with the Department of Marine and Fisheries.

*By Mr. Sinclair:*

Q. Did that suggestion come from the department?—A. Yes.

Q. Can you explain how it is that your company has not made any proposals to improve the traffic, or the facilities for carrying perishable products? It is a progressive company?—A. That is a statement that has not quite correctly been made. There has been the heartiest co-operation between our company and the officers of the Marine and Fisheries Department, in providing the best facilities which can be obtained in view of existing conditions. We have not always been able to see eye to eye with the officers of the department with respect to the rates charged.

Q. Who provides the car?—A. The railway company, not the Express Company.

Q. And there is a sufficient number on the Intercolonial?—A. At the present time, so far as I know, yes.

Q. A sufficient number of refrigerator cars, I mean?—A. I think so.

Q. And express cars?—A. I think so.

Q. Are they suitable for hauling a fast express train?—A. Some of the cars which the Intercolonial Railway furnished two or three years ago were not acceptable as to type of construction to the Grand Trunk Railway for carrying on their passenger trains. Their objections were formulated and sent to the management of the railway, but I have never been advised as to whether the railway management has adopted the suggested alterations in the type of car or not. I have no doubt they have.

Q. What were the objections to the car?—A. Well, the objections were really mechanical, technical. I think they had to do with the construction of the trucks under the car. If you want exact information on that point, I can read you a letter written to me by Vice-President Kelly on that subject.

Q. Was it objected that these cars were not safe?—A. That was the company's objection to it, from the standpoint that these cars were not safe to run on our class of trains on the Grand Trunk.

MR. JOHN PULLEN.