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A. There was an extended hearing in Ottawa on this subject.

Q. I remember, I was before the Board on that occasion.

A. As a result of that hearing an order was issued prescribing a uniform tariff in Eastern Canada for the carriage of cream by express. Is that tariff not satisfactory?

Q. Previous to that we were not compelled to pay on empties that were returned. Now we are compelled to pay, which brings the rates up higher than they were before.

A. Higher than they were?

Q. So I understand.

A. You surprise me.

Q. There is always some way of getting round an order?

A. Doctor Mills wrote the judgment in question and he is a good friend of the farmer. He would be surprised to hear your statement.

*By Mr. Robb:*

Q. Can you tell us off-hand whether there is any difference between the carload rate from Ontario points to Montreal and St. John, New Brunswick, between the domestic and the export trade?

A. Yes, there are differences, and where a difference does exist it is in favor of the exporter.

Q. To what extent?

A. I could not say off-hand. For instance, I know that the export tariff on apples and flour—in fact all the items that Canada exports—is lower than the tariff on these articles for domestic consumption in Montreal, St. John or Halifax.

Q. The same principle applies to apples and grain?

A. Yes.

Q. About the same proportion?

A. Yes. That reduction is in order to meet the competition at American ports and put Canadian and American ports on a similar footing.

*By the Chairman:*

Q. Is there any remedy for the slow transportation of products to the West which affects Nova Scotia as well as Ontario?

A. Things will be different when the Grand Trunk Pacific and the Canadian Northern are completed. What we want is more spouts. I suppose the Canadian Pacific are doing their level best to meet the difficulty.

Q. It is complained that the rate of travel is only two and one half or three miles an hour.

A. I would like to have an opportunity of looking into that. Surely the delay is attributable to an accident.

Q. There have been quite a number of cases cited here where the rate of speed was only from two and one half to five miles an hour.

A. Shortly after winter set in the North Shore of Lake Superior was badly tied up.

Q. If that difficulty could be remedied it would be a great benefit to the fruit men.

A. I think you will find it will be remedied, as time goes on, by the opening of these new lines and the additions to railway equipment.

The CHAIRMAN.—We have covered pretty well the investigation of freight rates and if there are no further questions we will adjourn. I want to thank you, Mr. Hardwell, on behalf of the Committee, for the information you have given us.

Committee adjourned.