

6-7 GEORGE V, A. 1916

I told you, not the same as if you were going to keep it up to a certain temperature as when frozen for export to London, because these goods are all to be taken out of the cars when they reach Montreal. They do not go farther than Montreal in any case?—A. We have some passenger refrigerator cars built for service for points on Intercolonial west of Montreal; but I do not think the Grand Trunk have hauled them west of Montreal. We have them especially for this business you are referring to, and also for the New England trade.

Q. I see. But, as a rule, the cars do not go beyond Montreal, the goods have to be taken out of the cars there?—A. Not that I am aware of. There may be a few individual shipments which went west.

Q. I do not think they do. Really, I think you are quite right when you say the goods are all transferred at Montreal and sent to other points. If it were done as I have suggested, what would be the extra cost for this partition and for this insulator, which would be a thin board?—A. We could get that done with the small ice-box you refer to for \$1,000.

Q. On each side of the door?—A. Yes.

Q. That would be my judgment of it.—A. I could not say from experience what service you could get from that means of insulation.

Q. Well, I have been through the mill.—A. With our present insulation, with orders from our shippers to ice at all regular icing stations—

MR. LOGGIE: That is frozen fish, sent especially in the summer season and we give you instructions to ice at Campbellton, Chaudière, and at Point St. Charles.

THE CHAIRMAN: Is that by express or freight?

MR. LOGGIE: That is by freight.

By the Chairman:

Q. What would it cost to put in the insulation Mr. Loggie has spoken of?—A. I would say, roughly, about a thousand dollars.

Q. What would it cost for the more complete system you suggested before?—A. I would say about two thousand dollars.

Q. How many express cars have you on the Intercolonial?—A. (Consults note-book). Of course, all our baggage cars we call baggage or express cars. The total is 69, and with the four cars I am building now in the shop, to be ready this month, the number will be 73.

Q. Having regard to the volume of express business that you do on the Intercolonial, would it not be perfectly convenient to partition off sections in, say, half a dozen of these cars to make a section for the carriage of fish?—A. Is that question intended—

Q. Would you not have sufficient equipment left to handle the express traffic?—A. No, we are short of baggage and express cars now.

Q. You must take into consideration the fact that you are now carrying a certain quantity of fish, and that you would then be carrying an increased quantity?—A. If you partitioned off a part of the car, you could not use that car on a main line train in the ordinary express and baggage car service.

Q. Why not?—A. Because it would not be convenient to handle express in the end that you have partitioned off for fish.

Q. There is fish coming up almost every day by express, is there not?—A. Yes, in limited quantities.

Q. And it has to go in on the regular floor space of your express car?—A. Yes. But ordinary express is loaded in the same end as the fish, unless, of course, there is sufficient fish to take up the entire space at one end of the car.

Q. Well, you would only cut off 13 feet by your partition, and this space is usually occupied by fish in any event?—A. In certain cases. There are days we do not ship fish at all.

MR. G. E. SMART.