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A. I would like to say something in regard to that. Down to 1907 the weight accepted by the railway companies was 165 pounds to a barrel, of certain dimensions. That is the 165 pounds applied to a barrel when packed in a standard apple barrel 30 inches from crow to crow, and  $17\frac{1}{2}$  inches across the top, inside measurement, or barrels of similar, or less, size or capacity. Since 1907 the railway companies have carried barrels of apples at the actual weight. It is true, however, that they do estimate the weight at 165 pounds when they have not the time or opportunity to actually weigh the barrels. As a matter of guess, I should say that probably nine tenths, or nineteen twentieths, of carload traffic is weighed on the track scales.

*By the Chairman:*

Q. Are you referring strictly to apples?

A. To all kinds of freight.

Q. I know that a great many apples were shipped this year at 165 pounds without being weighed. I shipped some barrels myself that were not weighed, although there were weigh scales right in the yard.

A. And the railway officials did not weigh them?

Q. No. The scales were in the yard practically. Well, not in the yard, but the apples were loaded three miles distant and they had to go through the yard where the scales were. That was at Havelock.

A. Would 165 pounds be greater than the actual weight?

Q. No, I suppose that would be the average. I have no complaint to make against the railway company, so far as I am personally concerned.

A. The figures I have given are from the Canadian freight classification approved by the Railway Board and in force since 1907. Apples in carloads are carried at the actual weight with a minimum of 24,000 pounds to the car. Where it is impossible to weigh the barrels they are estimated—of course the railway companies must take some figure for an estimate—at 165 pounds. Notwithstanding that, if the consignee can show that the apples have not been weighed by the railway company, and that they do not weigh 165 pounds, a reduction must be made to the actual figures, with a minimum of 24,000 pounds to the car.

*By Mr. Wright:*

Q. What is the estimated weight of a barrel of apples in Nova Scotia?

A. I understand that down there the railways carry them at so much a barrel. The bulk of the apples in Nova Scotia go to Halifax for export.

*By Mr. Armstrong (Lambton):*

Q. Why do the railways give a better rate from Vancouver, we will say, to Edmonton and Winnipeg from the West than they do from the East?

A. Well, I do not know that it is a better rate, considering the mileage. You are referring now to a statement made by Mr. Johnson, I presume, as to his paying a considerably higher rate out from Winnipeg west for the same distance than the Western people pay coming east.

Mr. ARMSTRONG (Lambton).—Yes.

A. That for the same service into Winnipeg?

Q. Yes.

A. I was just coming to that, but I thought I would dispose of the Nova Scotia matter first.

*By the Chairman:*

Q. You claim that Mr. Johnson was wrong in the statement that the Nova Scotia people had a lower rate than the Ontario people?

A. Absolutely wrong.