

Q. That means considerable delay which would render the scheme somewhat impracticable.—A. In other words, practically, the car would have to be dropped off and picked up again some time or other.

*By the Chairman:*

Q. That is if you attempted to set fish down in your freight shed, but if, on the arrival of a train, a consignee were there and took responsibility for the delivery of the freight to him at the point where the car stopped, or at some crossing, would not that be a way of getting around the difficulty?—A. Well, it would not be feasible.

Q. You say, as a railway man, that in your judgment it would not be feasible?—A. No, it would not be feasible; we could not make proper deliveries.

*By Mr. Stewart (Lunenburg):*

Q. But you deliver packages of other goods?—A. Yes.

Q. Baggage and all that kind of thing?—A. Yes, express and baggage and all that kind of thing. But that is an entirely different matter. That is just what I am trying to explain.

Q. What is the difference? If the consignee is right there to take charge as the Chairman says, why would you not deliver a package of fish the same as you would deliver a package of anything else?—A. In the first place our cars are loaded in such a manner that you would have to scramble all through the car to get at a certain package. It really would mean your having to set the car off, go through the car and take the stuff out, then deliver it, and get a proper receipt, and all that kind of thing.

*By Mr. Chisholm (Inverness):*

Q. But suppose you arrange your packages so as to have the boxes in such a position that you could get at them easily as you went along? For instance, you would know where you were going to put off your first consignment and could arrange to have that placed near the door, and all the other packages likewise, just like a schooner does when it is plying along the coast—A. That is what we do. We do that now.

Q. Would not that expedite matters? You are a railway man, giving your opinion as a railway man.—A. You have to take receipts for these goods, and see that they are in proper order when they are delivered.

*By Mr. Stewart (Lunenburg):*

Q. Why does one rule apply to fish and another to some other class of goods?—A. I am not picking out one from another kind of goods; I am speaking of all freight, just what Mr. Loggie is saying.

*By Mr. Loggie:*

Q. Freight is heavy, especially fish, and you cannot handle it unless you put it on a level with your warehouse, and then they are taken out on trucks to the team on the other side. You cannot back your team to get fish out of the car?—A. Half the time there would not be facilities for doing so.

MR. LOGGIE: Have you taken up the question of express facilities with Mr. Macdonell, Mr. Chairman?

THE CHAIRMAN: I have not.

THE WITNESS: I am afraid I cannot give you very much assistance in connection with express freight.

*By Mr. Loggie:*

Q. I would like to ask how we could get information regarding the construction of an express car that would serve the dual purpose of general express and have a portion set apart by insulation so that frozen fish could be carried in the winter

MR. H. E. MACDONELL.