

6-7 GEORGE V, A. 1916

Q. Daily?—A. No, three days a week.

Q. And is it on those trains that all this fish comes?—A. On those trains, or sections of those trains, or trains which correspond to those trains.

Q. Does not some of this fish come on regular freight trains?—A. Not the express fish.

Q. I see.—A. There is a movement of fish by freight train, but that, I believe, as a rule is the frozen halibut. Fresh fish is invariably shipped by express.

Q. And the fish shipped on your company is shipped by express?—A. Exactly.

Q. We were told the other day that a carload of fish was shipped from Lockeport, N.S., to Montreal—I think not by your company—and that the shipper expected to get the benefit of the Government assistance?—A. The one-third rebate.

Q. Yes, and he was charged the full amount. The Government refused to give the benefit of the rebate, because there was a full carload. Apparently he was worse off than if he had shipped the small quantity.—A. I believe that is the arrangement with the Government.

Q. Do you think that can be justified?—A. I would prefer not to express an opinion on that.

Mr. McCURDY: Actions speak louder than words.

Mr. SINCLAIR: That startled us too.

Mr. FOUND: Ultimately the Government did pay one-third on that car. The Government refused with the idea and the hope that the express company would be driven to give a carload rate, but when it absolutely refused, after the lapse of a considerable time, the Government did not place the company in a false position.

The CHAIRMAN: You paid the one-third?

Mr. FOUND: We did ultimately.

By the Chairman:

Q. I have a question or two I wish to ask the witness at this point, with relation to the schedule he has given us of the express rates from Mulgrave to Montreal. When you state, Mr. Pullen, that you put fish on this commodity rate, which is \$1.50 per hundred pounds from Mulgrave to Montreal, or 25 per cent less than Scale "N," which covers the ordinary food rate—are you aware that there is a great shrinkage in the weight of fish between the time when it is placed on board your car, say at Mulgrave, and the time when you deliver it at Montreal?—A. There may be a shrinkage in the weight of the actual fish, and no doubt there is a shrinkage from the loss of ice.

Q. Was that taken into consideration at the time this rate was made which you say is 25 per cent less than the ordinary commodity rate?—A. Yes, I should imagine it was. I was not on the scene at that time, but the Committee will perhaps understand that that rate of \$1.50 does not apply upon the gross weight of the box containing the fish, but it applies only on the net weight of the fish in the box. For example, the ordinary box with a gross weight say of 450 pounds, there might be say, one half of that fish, and the other half ice and box, and our charges would be collected only on the weight of the fish.

Q. As a matter of fact, the difference between gross and net would not run as high as 50 per cent?—A. Well, I could get the Committee perhaps some actual information on that, but I have not it available.

Q. But there is a difference between what I may term shipper's net weight of fish, and the weight which reaches the consignee in Montreal, a very considerable difference; and it has been stated here by a witness under oath within three or four days, that the difference runs as high as from 10 to 15 per cent. What is the distance operated by your company on the Government railway lines?—A. You mean the Intercolonial?

Q. Yes.—A. We operate on all parts of the Intercolonial railway from Sydney to Montreal.

MR. JOHN PULLEN.