

6-7 GEORGE V, A. 1916

Q. Your rates have practically remained unaffected?—A. Yes.

Q. To what do you attribute your loss of revenue?—A. The state of business. Business has not been as good, and probably increased competition has entered into it somewhat also.

*By Mr. McCurdy:*

Q. Can you state what effect the operation of the parcels post has had upon the express business?—A. We figure that it has decreased our business by at least 15 per cent.

Q. Did it affect the whole of your business?—A. No, I do not say that.

Q. What proportion of the total number of express parcels you previously carried was lost to the company from the introduction of the parcels post?—A. I really could not say.

Q. Has that question not engaged a good deal of the attention of your company?—A. We never tried to ascertain the extent, it would be an enormous undertaking.

Q. Could you give us an approximate estimate? Would it be 10 per cent?—A. I do not think it would be 10 per cent.

Q. Would it be 5 per cent?—A. I would not like to say.

Q. Would it exceed 5 per cent, approximately?—A. I really would not like to say, because it would be pure guess work. I have nothing to guide me.

Q. Would it exceed 2 per cent?—A. I think it would exceed 2 per cent, there is not much doubt about that.

Q. Can you tell us off-hand what amount of increased subsidy the Grand Trunk Railway is receiving for carrying parcels for the Post Office Department?—A. I could not answer the question. That is a railway matter.

Mr. CHRYSLER, K.C.: Mr. Williamson is the servant of the express company.

Mr. McCURDY: I know, but are not the railway company and the express company one, Mr. Chrysler?

Mr. CHRYSLER, K.C.: In theory, perhaps, but not in practice.

*By Mr. McCurdy:*

Q. Who would be able to answer this question?—A. The Grand Trunk Railway officers are doubtless in possession of the knowledge.

Mr. McCURDY: In connection with the cost of transportation, if my recollection is correct, the statement has been made several times before this committee, that the earnings of express companies have been interfered with by the introduction of the parcels post. This argument is made notwithstanding the fact that the Post Office Department has granted a largely increased subsidy to the railways mainly on account of the increased labour of carrying these parcels.

Mr. KYTE: It amounts to about a million dollars to the three transportation companies.

*By Mr. McCurdy:*

Q. I want to find out to what extent this increased subsidy has been divided up amongst the railways and has offset the decreased railway income from express. On its face it would appear that the railways have actually profited from the introduction of the parcel post system, rather than the reverse.—A. I have no information as to that.

Mr. CHRYSLER, K.C.: That would not appear in these figures at all.

Mr. McCURDY: It may be necessary for us to get these figures. They are certainly bound up with the express transportation question; the earnings of express companies are in effect part of the earnings of the railway companies. Your company has a tariff by which the railway company gets 50 cents of every dollar you take in, and if the profit does not go to the express company it goes to the railway. So is the

Mr. W. W. WILLIAMSON.