6-7 GEORGE V, A. 1916

DOMINION EXPRESS COMPANY,
OFFICE OF THE PRESIDENT AND GENERAL MANAGER,
TORONTO, CANADA, March 25, 1916.

Mr. Thos. S. Howe,
Secretary of Committee,
House of Commons, Room 301,
Ottawa, Can.

DEAR SIR,—In reply to your letter of March 20 I beg to say that on examination our records show but one carload rate betwen points in Nova Scotia and points in Quebec and Ontario. That is a rate on lobsters of \$1.50 per 100 pounds net weight, minimum 20,000 pounds to the car, Mulgrave to Montreal. The less-than-carload rate between the same points is \$1.75 per 100 pounds net weight.

These rates were in effect by the Canadian Express at the time this company extended its service over the Government railways. We have no advice and our belief is that no shipments have ever moved under this carload rate by this company.

Yours truly,

W. S. STOUT,

President and General Manager.

CANADIAN GOVERNMENT RAILWAYS,
MONCTON, N.B., March 23, 1916.

(At Ottawa.)

THOS. S. HOWE, Esq., Clerk of Committee, Marine and Fisheries, Ottawa, Ont.

DEAR SIR,—When appearing before the Select Standing Committee of the House of Commons of Canada on Marine and Fisheries, on the 9th inst., I was requested to obtain and forward to you, information as to rates on fresh fish from Mulgrave to Boston, by freight, also by express.

By freight, rates are as follows:—

"All Rail" via St. John—

Carloads, 40 cents per 100 pounds.

L.C.L., 58 cents per 100 pounds.

Via St. John & Eastern S.S. Co.— Carloads, 35 cents per 100 pounds. L.C.L., 50 cents per 100 pounds.

Via Truro, D.A.R. and Yarmouth— Carloads, 61 cents per 100 pounds. L.C.L., 86 cents per 100 pounds.

The minimum weight for carload shipments being 24,000 pounds in each case. The Dominion Express Co. have advised me their rates are as follows:—

"All Rail" via St. John—
Carloads, minimum, 20,000 pounds, \$1.95 per 100 pounds.

L.C.L., minimum, 20,000 pounds, \$2.25 per 100 pounds.

Via Truro, Yarmouth and boat— \$1.35 per 100 pounds, any quantity.

Yours truly,

C. A. HAYES,

G. T. M.