

APPENDIX No. 3

Q. And have you to take empty cars down there?—A. No, I think it is about a stand-off.

Q. Then so far as car capacity is concerned there is no discrimination against freights from the east?—A. No, not at all. Once we make rates we do not consider what the conditions are—whether they are loads going east or empties going east. Once we make a rate it means we have to take care of the business.

Q. Would it be feasible in the case of a carload of fish leaving St. John in a refrigerator car, upon which you would charge the through carload rate, we will say to Toronto, for that car to be opened at Montreal and a portion of the fish freight set down, then the car sealed up again, and a further quantity of fish set down at perhaps one or two other points between there and Toronto?—A. Well, it would mean a tremendous delay all the way through. I noticed, when reading the evidence, that the suggestion was made, not only to take on fish but to distribute it when going along. That would be all right if the fish were delivered at passenger stations, but it could not be delivered at passenger stations; it would have to be run into freight sheds away from the passenger stations altogether. It is not a matter of running into that station, dropping it off and going on. It would have to be set off and not set back again on the train until after considerable delay, perhaps a day in each case; I am quite sure it would be a day in Montreal.

Q. Why would it not be practicable to set it down at a passenger station?—A. We would not have the facilities for taking care of it.

Q. If the consignee were there to take care of it could it not be done?—A. I do not think it could be done no matter how willing the railway companies would be to do it; it could not possibly be done.

Mr. FOUND: Why could it not be done if the railway companies were willing to co-operate? That is, keeping in view that these shipments may be put off at the freight stations. They would be forwarded from the freight stations to the wholesaler in Montreal?

By Mr. Loggie:

Q. The difficulty arises that you would have to set your car off at the freight sheds?—A. Yes, sir.

Q. And that is not practicable?—A. No.

Q. Without considerable delay and considerable expense en route?—A. Well, the delay particularly. We would not mind the expense. For instance, in Montreal we have to haul the car around about 11 miles to get to the proper place where it should be delivered.

By the Chairman:

Q. And then draw it back again?—A. Yes, bring it back again.

Q. But you don't mean to convey to the Committee the idea that a train made up in St. John would go through to Toronto without being broken up and the cars switched round anywhere?—A. Most of the cars going to Toronto would not go in to the Montreal terminals at all. They would not touch them at all, they would go right through.

Q. Where would they pass, at Montreal West?—A. A little west of there, Montreal Junction, if you like.

By Mr. Loggie:

Q. And there would be this difficulty, would there not,—suppose you took Sherbrooke for example en route—there would be two or three cars in the warehouse?—A. Yes.

Q. And if you wanted to set off one of your cars in order to place it in that warehouse, those cars would have to be first removed, then the other car placed in the warehouse and the desired freight taken out?—A. Very probably that would be the case.

MR. H. E. MACDONELL.