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having the traffic handled by one company carrying on its operations throughout Canada, which expedites the movement of the traffic, and provides for through rates and obviates a good deal of clerical labour. Any railway undertaking an express service would have to organize an express branch and a force to carry it on.

The CHAIRMAN: I might just say here that we have heard so much about the advantages accruing to those shipping from the West as the result of what you have termed, technically, a competitive rate, and thus getting reasonable rates of transportation, that perhaps the Intercolonial might go into the express business and assist in that way. You see, apart from every other consideration, it would be, I suppose, a competitor in a small way, and the idea, perhaps, is worth consideration. That is the reason I ask you these questions.

*By Mr. Chisholm (Inverness):*

Q. While you are on that point, what extraordinary departure would it be necessary for the Intercolonial to take in order to carry on its own express service? For instance, we are talking of fish now: what new machinery would be required for that service?—A. They could carry it on their trains. They would have to establish offices in cities like Montreal, Quebec, St. John, and other centres, where there is very considerable expense involved. A wagon service should be established, which is an expensive feature, but which could be handled by our company at probably a very considerably less expense than they could handle their own separate business, because we have to have a certain amount of facilities and equipment in these cities anyway. My opinion is that the expense of maintaining the offices would absorb all the profits of their operations and perhaps more.

Mr. FOUND: There is just one point I would like to have cleared up. It may have been my misapprehension, but, if so, I would like to have it stated. I understood you to say some time ago that it was only on shipments from the East that the net weight was charged; that on all other shipments 25 cents was added for the package.

The WITNESS: On Atlantic fish, except fish in carloads.

*By the Chairman:*

Q. Have you any suggestions to make to the Committee, Mr. Stout, which would be helpful in enabling us to solve the problem of getting this Atlantic fish on the table of the consumer as expeditiously as possible, as economically as possible, and in first-class condition?—A. Well, I was in hopes you would not ask me to express an opinion about it. I have given the matter some thought.

Q. You need not express an opinion unless you wish.—A. It seems to me it is a matter for the consideration of other people. The Dominion Express Company is prepared to do all it can to assist in the matter. But I have this thought running in my mind; that you need to educate the people not only to eat fish but to pack and ship fish. Now you give us cases on the Atlantic coast that weigh five or six hundred pounds gross, and where fish is handled on a passenger train, and has to be loaded expeditiously, it is a difficult matter to handle a package of that size and do it carefully; and the only way to get it on is to turn it over two or three times, thus disturbing the contents. Take the fancy grades of fish; if these could be packed 100 pounds to the box, we would have a package which any man can take and lift and set down again. And if you had it properly packed at the start, and put in sufficient ice—and I wish to call attention to the fact that we have continued to carry the fish on net weight basis to enable you to fully ice your fish to carry it through in good condition from the point of shipment to the point of distribution—conditions would be improved. And I think, probably, if you could do something to show people how to cook fish and let them get a taste of good fish properly cooked, you will do a good deal to expand your trade.

Q. Do you think that a demonstration kitchen established in important centres in Canada would be useful to that end?—A. I should think it would be. Unfortu-

Mr. W. S. Stout.