

## APPENDIX No. 3

*By Mr. Kyte:*

Q. You mean that competition is another factor as well as mileage?—A. Competition is the controlling factor as a matter of fact.

Q. But your profits in carrying that business are based upon the price that you charge for that service, whether that price is the result of competition or not?—A. That rate was made regardless of whether there was any profit in the business or not.

*By the Chairman:*

Q. Then would it not be the case that if your western rates did not pay you would have to charge such rates on your eastern business as would counterbalance the loss upon the western business?—A. I do not say that our western rates do not pay.

*By Mr. Kyte:*

Q. Will you be good enough to state to the Committee what the basic rate charged on the traffic from Prince Rupert to New York would represent on the carriage, on a mileage basis, between Halifax and Montreal, that is based on the distance carried?—A. You mean to take the actual mileage from Prince Rupert to New York?

Q. Taking that as your standard of comparison, what would be the rate from Halifax to Montreal?—A. That would have to be calculated.

Q. I think it would be well to calculate it. What is the mileage from Prince Rupert to New York?—A. I could not tell you. I know what it is from Prince Rupert to Montreal.

Q. What is it from Prince Rupert to Montreal? It would not be quite so far to Montreal?—A. From Prince Rupert to Montreal 3,336 miles.

Q. And how much to New York?—A. Add 500 miles to that to get the mileage to New York approximately.

Q. 3,486 miles, for which you charge per hundred pounds a rate of \$3.

*By the Chairman:*

Q. Have you the quantities carried from the west?—A. From Prince Rupert, yes.

Q. They run into very large figures, do they?—A. I would be glad to give the Committee a statement, if it did not go in the record.

Q. If you desire us to keep the information private, I think the Committee would agree that it should not go in the record.—A. I shall have great pleasure, Mr. Chairman, in submitting to yourself and any other members of the Committee, a statement which will give the carload and less than carload movement of fish from Prince Rupert from the time we commenced operations there to the present time. But with your permission I should like to withhold it from the record, because it is a matter of competition, and we do not want our competitors to know just what we are doing in all cases.

*By Mr. Sinclair:*

Q. Does that statement show the quantity?—A. The Chairman has asked whether I have any figures indicating the movement of fish from Prince Rupert and the quantity. I have such a statement, but would like to keep it for the information of the members of this committee only and not publish it.

The CHAIRMAN: I think if there is any reason in the mind of the witness why it might not be desirable to have this statement go on the record, we will not press for that if he will exhibit it privately, and furnish a copy for the files of the department.

The WITNESS: Yes, and for the members of the committee too.

*By Mr. Sinclair:*

Q. Is that traffic from Prince Rupert by express trains or freight trains?—A. I have not any information as to movement by freight trains, Mr. Sinclair.

Q. There is no regular express train running from Prince Rupert to New York?—A. Yes.