

APPENDIX No. 3

involve the Intercolonial railroad being used between Mulgrave and Truro. Would your road favourably consider a proposal of that kind if it could be worked out?—A. By express?

Q. Yes?—A. We have a regular arrangement, I know from my own knowledge that we have some going both by express and freight by way of Truro and Yarmouth.

Q. The agent of the steamship line from Yarmouth to Boston visited Ottawa a couple of years ago and talked of a dollar and a quarter, I think it was, rate to Boston. A. I think we have handled the business from Mulgrave to Truro by freight and the Dominion Atlantic Railway Company has handled the business by express from there to Yarmouth. This business came over on the same fast freight that brings the Montreal fish, arriving at Truro about 2.50 in the morning in time to connect with the Dominion Atlantic train.

Q. Can you tell us what the rates are?—A. I could not—you mean by express?

Q. Yes?—A. No, I could not; it has gone out of my mind. There is a freight rate to Yarmouth, but I have forgotten what it is, the express rates I would not know.

Q. But the Intercolonial Railway authorities would be willing to facilitate an arrangement of that kind, would they not?—A. Yes, I think if we could get the business we would prefer to take it to St. John in order to get the long haul, but if it would better matters any we could take them down to Truro.

Q. Is the service between Yarmouth and Boston better than that between St. John and Boston?—A. It is a daily service between Yarmouth and Boston in the summer-time, and it is a daily service between St. John and Boston in the summer-time. I know that we have handled the business both ways; and we have set the cars down in St. John right at Macleod's wharf.

Q. I would like to have the present rates on that service?—A. I will be very glad to get them and let you have them. You will get the express rate from the express people, I assume or do you wish me to get them from the express people for you?

Q. I wish you would?—A. That is on fresh fish?

Q. Yes, from Mulgrave to Boston by way of Yarmouth and by way of St. John?—A. Both express and freight too. To whom shall I address it?

The CHAIRMAN: To Mr. Howe, Clerk of the Committee.

By the Chairman:

Q. Are you in a position now to tell us the number of refrigerator cars that you had two years ago on the Intercolonial?—A. I could not. We have about 180 now, and I do not think there has been any addition to the equipment within the last two years. We have been contemplating ordering more of those cars.

Q. I want to know the number you had two years ago and the number you have now with proper trucks for the express train service?—A. You mean refrigerator cars such as are running on passenger train service? I thought you were referring to those on both passenger and freight. I will have to get the number of those equipped for passenger trains. I gave you the number of the freight.

Q. I know there was some objection to hauling cars of that character on the passenger trains because the trucks were not suited for that traffic. I want to know what has been done to overcome that?—A. You want to know the number of refrigerator cars suitable for running on the passenger trains.

Q. And also for running on the general service?—A. Very well, I will get that information and forward it.

Witness discharged.

Committee adjourned.

Mr. C. A. HAYES.