

Q. At say, Montreal, Kingston, Toronto; Toronto being the last point?—A. From what point do you propose to start this car?

Q. Say any point in the Maritime Provinces on your line, or on any connecting line, say St. John, as an illustration?—A. If the car started at St. John it is practicable to make an opening at Montreal, but not Kingston, as the car does not pass through Kingston on the way to Toronto.

Q. What large centres does it pass through on its way to Toronto, other than Kingston?—A. Well, I suppose the largest possibly is Cobourg or Belleville. Our main line does not go to Kingston.

Q. It passes close, does it not?—A. It passes some twenty miles away from Kingston.

Q. You are not in a position to say to-day whether your company would consider either the granting of a carload rate, or the providing for opening of the car in transit?—A. With regard to the opening of the car in transit to which you are referring, I do not quite understand what you mean. Do you intend to provide that the owner or the consignee shall load and unload his fish, that the opening of the car shall not impose any labour on the express company, and that it shall not impose handling or a delivery service?

*By Mr. Chisholm (Inverness):*

Q. At what points in the east do you do business?—A. Practically at all points; there are some few points we do not touch.

*By the Chairman:*

Q. You say that the reason there had been no carload rate on fish from the Atlantic coast to Montreal was because you never had a request to make such a rate?—A. I do not know of any case where we have been offered a carload, or that we were informed that anybody as much as wished to ship a carload.

Q. Can you tell the committee by what process they will be able to learn the decision of your company on that score?—A. As to making a lower rate for a carload than the present rate?

Q. Yes?—A. I would say without any hesitation that we cannot make any lower rate for any quantity of fish that is now offering. You have now a lower rate for less than carloads than should have been given for carload rate.

Q. How does the rate from the east compare with the rate from the west, the Pacific rate, for example, on halibut?—A. Those are carload.

Q. You have given us the less than carload rates from the east, show us what is the carload rate?—A. The carload rate from what point in the east?

Q. I am speaking of the carload rate from St. John to Montreal. You tell me that your rate now is lower than what should be the carload rate. I am now asking if you will tell us what the carload rate is from the east so as to get it on the record. What is the rate between St. John and Montreal?—A. Well, I have handed you a statement giving that; there are rates from St. John to each of the different representative points between Montreal and Windsor. The rate from St. John to Montreal is \$1.30.

Q. And what is it to Windsor?—A. \$2.

Q. Now then what is the rate say from Vancouver to Montreal?—A. On less than carload lots?—

Q. No, on carload lots; I want your carload rate?—A. \$3.

Q. And what is it from Vancouver to Boston?—A. \$3.

Q. And to New York?—A. \$3.

Q. Well, how is it that those rates were so much lower than the westbound rates?—A. The rate was made by the railways for passenger train movement.

Q. Your rates from the east are made for passenger train movement too, are they not?—A. Yes. When we were opening up at Vancouver it was necessary to meet that rate.

MR. W. S. STOUT.