

3-4 GEORGE V., A. 1913

Q. Yes, why charge a higher freight rate on apples than on live stock or any other commodity?

A. Well, apples are fifth class freight in the classification, more or less perishable.

Q. And what is live stock? Perishable, they have to give them stop-over.

A. This classification of rates was made many years ago; the conditions of traffic perhaps have changed since then. I think, myself, that when apples were placed in that fifth class, years and years ago, the fruit growing industry in Ontario was not anything like what is to-day.

*By Mr. Armstrong (Lambton):*

Q. Is it not possible to get that classification altered? It seems most unfair to the apple growers that they have to be put in a class by themselves.

A. It is a fair matter to consider, but the difficulty is that the lower classes cover altogether different kinds of freight. For instance apples are fifth; then the sixth class covers machinery and vehicles, the seventh class covers low grade traffic, empty barrels, rags and that kind of thing.

Q. What class are telegraph poles in?

A. They are in the 10th, that is the lowest of all.

Q. Take cattle, what class are they in?

A. The ninth.

Q. Will it be utterly impossible for the railways to handle apples under the same classification, perishable, as cattle?

A. Nothing is impossible, but I do not like to express an opinion in advance on a matter that may be the subject of any application that may be made to the Board. I would not feel justified in expressing an opinion that might handicap me in advising the Board afterwards.

*By Mr. Wright:*

Q. Has the Railway Commission power to change the classification?

A. Yes, certainly.

*By the Chairman:*

Q. I do not see that apples are any more perishable than cattle which in long distances require to have stop-over privileges. The apples are in barrels or boxes.

A. This classification was made before my time. I can only imagine that when it was done live stock was a very important item of traffic, relatively it is not now so important as it was, and apples, relatively, are more so now than at the time this classification was made, it is the slow growth of thirty or forty years.

Q. What is the minimum weight of a carload of apples?

A. 24,000 pounds.

Q. And what is the minimum weight of a carload of live stock?

A. 22,500 pounds.

Q. You made a statement in reference to express rates?

A. Yes, all I can say now is that the express rates are being overhauled, and I could not say anything, particularly, in reference to them until the judgment is issued which, I think, will be very shortly.

*By Mr. Schaffner:*

Q. I understand this classification of apples and cattle was made many years ago?

A. Yes. The fruit growers might make application to the board for a hearing and see what the Commission has to say about it.

*By Mr. Douglas:*

Q. Do the Railway Commission ever undertake to revise the freight classification of their own volition, without any application having been made?

A. From cover to cover?