

APPENDIX No. 3

By Mr. Chisholm (Inverness):

Q. You have been talking of the minimum capacity of a car; what is its maximum capacity?—A. If you could get 60,000 pounds into these refrigerator cars, that is their carrying capacity. In regard to these 67 cars we had from Mulgrave there was an average of 35,000 pounds, with 11,000 pounds for the minimum.

By the Chairman:

Q. Fish freight is not delivered by the railways in Montreal, is it?—A. Not at the expense of the railways, no.

Q. Have they any equipment for delivering it to the consignee—A. Well, the consignee can use either the agent that the railway has at his station to make deliveries, or he can employ his own agents. It makes no difference to the railway.

Q. What is the cartage rate in Montreal?—A. Four cents a pound or 80 cents a ton.

Q. Does that rate prevail at most points?—A. I do not know whether it is 80 cents in Toronto or not. Hamilton, I think, has a little less cartage rate than Montreal.

Q. Can you tell what the time between Halifax and Montreal should be normally?—A. About 58 hours.

Q. Do you think that when the present congestion of traffic is over you will be able to put that fast freight on its own schedule?—A. Yes.

Q. And generally sustain it?—A. Yes.

Q. Are fast freights now reliable as to making their schedule time?—A. I fear they are not.

Q. Since when have they not been reliable?—A. Since about the 1st of December.

Q. And you say that by the 1st of April they will be back to normal conditions?

—A. By the 1st of April, or soon after that date, we should be able to get back to normal conditions.

Q. When shipments of fish are made by refrigerator car is the ice in the car paid for by the railway, or is it charged to the shipper?—A. It is charged to the shipper.

Q. Do you know what is the average cost per car?—A. Take a full carload of fish carried from Mulgrave to Montreal packed in ice, and the icing in transit I judge would run from about \$12.50 to \$15 per car.

Q. If the car is only half full, the same amount of icing has to be arranged for?—A. Yes. A less than carload lot would be charged 10 per cent of the freight rate.

Q. For icing?—A. For icing.

Q. Who is the loser in that case, as compared with carload shipments, the railway company or the shipper?—A. Well, it is about an even break, I should say.

Q. As a matter of fact it requires as much ice to chill a refrigerator car that is only half filled with fish as if the car was full?—A. Yes, substantially so, we have got to keep the temperature down.

Q. So that in order to get cheap transportation, the larger the quantity of fish shipped in a refrigerator car the less the pro rata cost per 100 pounds is in freight and refrigeration?—A. Yes, it would figure that way.

Q. Was it not, previous to last year, customary to have this icing done at the expense of the railway company?—A. From Mulgrave only. There was that Saturday car.

Q. How far would that icing carry?—A. Well, it would probably be re-iced again at Truro. We have to keep these cars pretty well iced. They have to be examined, and if necessary, re-iced. They have to be re-iced at Truro, Moncton, Campbellton, Mont Joly, and Chaudiere Junction.

Q. When the cars originated at Mulgrave you did the icing prior to last year?—A. We did ice the car there, yes.

MR. C. A. HAYES.