

By Mr. Lalor:

Q. Is it not a fact that the great handicap in the shipping of apples to the West is the freight rates?

A. Very largely.

By Mr. Sutherland:

Q. You stated that you laid a complaint with the Railway Commission?

A. We have laid several complaints before the Railway Commission and they have given us no reply whatever.

Q. Have they acted on your complaints at all?

A. They have never acted on them.

By Mr. Ball:

Q. Should not the Railway Commission be pressed in some way, by this Government or otherwise, to give some heed to your complaints?

A. Yes. We feel that they are not looking after our interests at all.

By Mr. Lalor:

Q. It strikes me as very strange that evaporated apples can be shipped from New York to points in our Canadian Northwest at a lower rate than I can ship from my station in Ontario, although the haul in the former case is very much longer.

A. I believe that is the case with apples shipped from New York state.

By Mr. Armstrong (Lambton):

Q. In what way was the Soo market lost in connection with freight rates, and also Fort William and Port Arthur?

A. The Northern Navigation Company refused to carry fruit to the Soo. We had to ship by some tramp boats, and as the railway rates are very much cheaper from New York, they can buy their apples down there, take them to the Soo and pay the duty for a lower rate than they can buy from us.

Q. And pay the freight rates?

A. And pay the freight rates.

Mr. THORNTON.—That is an awful state of affairs.

Mr. JOHNSON.—That is the condition of affairs I have been up against myself this year.

By Mr. Armstrong (Lambton):

Q. You have also found that the car shortage interfered materially with fruit shipping.

A. It interfered with us very seriously. I was affected that way myself, and my storehouse was piled up with thousands of barrels waiting for cars, but I could not get them. I have here one or two cases out of a great many on record. One shipper handling only nine carloads reports a loss of \$300 by delay in getting cars. Another man ordered on October 24th, 1912, eight refrigerator cars. He received two on November 22, 35 days after. One came on 30th November, and one on December 1, 38 days after. On October 24 there were ordered six refrigerator cars. Three of these were received on October 26, two days afterwards, and three on the 28th November, thirty-four days after, and all that time the fruit was standing there waiting and going bad. The railroads with their freight rates and their lack of cars and their lack of delivery are simply killing the fruit industry. The railway men tell us they are increasing their car capacity: 'Why', they say, 'We are catering for that trade, we are building refrigerator cars and doing the best we can to meet your trade'. As a matter of fact they are not. We find the Grand Trunk Railway Company, for example, have less refrigerator cars now than they had four years ago.