

Mr. KYTE: Is that information to be sent in to the Committee, or will the witness attend again to-morrow?

The WITNESS: Unless the Committee desires my further attendance, I would like to return to Montreal this afternoon, but if it is the desire of the Committee I will gladly remain over.

By Mr. Kyte:

Q. As you are sending this further information to the Committee, I would like you also to send a statement showing the cost of sending express from Mulgrave to Montreal based upon the rate charged from Prince Rupert to Montreal.—A. Do I understand that you want the cost? Because if it is cost you want, I cannot give it to you.

Q. I am speaking of the charge, that is all. For you to send us a statement as to what the charge would be for a hundred pounds weight from Mulgrave to Montreal, based upon the charge from Prince Rupert to Montreal.—A. What I understand you want is this: Assuming the carload rate of \$3 per hundred pounds from Prince Rupert to New York, which is a very reasonable charge considering the distance, what would be the charge from Mulgrave to Montreal, a distance of 884 miles, on the same basis?

Q. Of course that opens up another question. We are not saying that you ought to be asked to carry it at the same rate, but we are merely asking you to give us the information for the purpose of informing the Committee.—A. I would like to say, Mr. Chairman, without going into further details, in answer to this group of questions, that I do not know that I can give you any further information about the actual operations of the express company. I would suggest that if there is really a question in the minds of the Committee as to whether or not the existing rates are fair and reasonable, in view of all the circumstances, it might be well to submit the whole question to the Board of Railway Commissioners and get a ruling from them on that point.

By Mr. Sinclair:

Q. Have you any suggestions to make as to possible improvements in the method of carrying perishable products such as fish?—A. I think the best arrangement that has been made for this fish service is that made by the department three or four years ago for a weekly service with the minimum of 10,000 pounds to Montreal—

Q. But the difficulty we are met with in regard to that is, we are told, that the lake fish competes with the eastern sea fish in the Toronto market. We are also told by the dealers that our fish from the sea coast arrives in Toronto in such bad condition that we will never be able, unless we can make some improvement in the condition in which the fish is supplied to that market, to compete with the local lake fish. That puts it up to the express companies, to say if they are going to improve the service by which the traffic is carried from the seaboard. Is there not some way which you can suggest by which that improvement can be brought about?—A. When you interrupted me I was going to say that my own view is that the arrangement entered into two or three years ago with the Department of Marine and Fisheries for the guarantee of 10,000 pounds for a weekly subsidized refrigerator car, which handles the fish by express service from Mulgrave to Montreal is really the best arrangement that could be made. But in view of the fact that this service was not supported by the fish dealers who were not using it weekly for forwarding their fish—for purposes of their own, which it is not necessary to deal with here, they did not wait for these cars—the load in the subsidized car fell below what it was formerly. Now if it is to be the policy of the Department, and I am not questioning it, to continue the rebate of one-third of the public express charges on these shipments of fish I should suggest,

MR. JOHN PULLEN.