

6-7 GEORGE V, A. 1916

Q. Does the railway object to hauling a refrigerator express car for the transportation of fish in addition to the ordinary passenger car, or do you know?—A. Well, that depends on what portion of the line that train has to be hauled over.

Q. I am speaking now of the regular through line?—A. If the tonnage of the train is not beyond the hauling capacity of the engine I presume they would be glad to haul it.

Q. The refrigerator cars are, I suppose, of the regular standard construction equal to the other cars which are found on express trains?—A. Yes, cars run on express trains have Krupp wheels, otherwise they are the same as the ordinary cars.

Q. How many refrigerator cars are available on the eastern division of your line?—A. About 500, I think.

Q. Is that for the division east of Montreal?—A. Oh no, east of Fort William. The number of cars east of Montreal will, of course, depend upon the car distribution, we distribute them as promptly as they are required.

Q. There would be no shortage of cars required for the shipment of fish inland?—A. We have had difficulty in supplying cars as far east as Mulgrave, because they have to be hauled empty.

Q. But your refrigerator cars have been hauled to points like Mulgrave on the Intercolonial Railway?—A. Yes.

*By Mr. Kyte:*

Q. Do you not always provide haulage power sufficient to carry the train, no matter how many refrigerator cars there may be on it? You said in answer to the Chairman that you were always willing to haul refrigerator cars up to the capacity of the engine?—A. The Chairman's question, I think, was with regard to express refrigerator cars which would be handled on the passenger trains. With regard to freight trains there is no trouble at all in that direction.

Q. Assuming there were two or three refrigerator express cars offering your company would provide the haulage to carry them without delay along the line?—A. Oh yes.

*By the Chairman:*

Q. Has there been an agreement between the Railway Companies as to the rates charged by Express Companies over their lines?—A. Do you mean between the passenger and the traffic departments of the railways and the Express Companies?

Q. Yes.—A. No, we never hear anything from the Express Companies.

Q. They make their own rates?—A. Yes, absolutely independent of our freight rates or anything of that kind.

Q. Can you state what quantity of fish has been hauled by freight from the Maritime Provinces into Montreal over your line last year?—A. No, sir. I can give you a statement, though, in carload, and less than carloads, if you like.

Q. Have you that information here?—A. No, sir, I have not.

Q. Can you furnish such a statement to the Clerk of the Committee?—A. Yes, I will try to do so.

Q. Do you consider that the rates which are charged now for the transportation of fish from the Maritime Provinces to inland markets of Canada are fair?—A. Yes, very low, compared with the rates on other articles.

Q. Is it a business which is attractive as far as the railways are concerned?—A. No, it is not particularly attractive, but it has been our policy to make as low rates as we can on fish to help out the industry. Of course, these rates are very much lower than class rates.

Q. You haul more empty cars west than you do east from the Maritime Provinces, do you not?—A. No, at the present time it is the other way round, practically. I mean to say, generally speaking in the winter time it is the other way round, all loads go west.

MR. H. E. MACDONELL.