

APPENDIX No. 5

Q. Yes.

A. No.

Q. There must be a complaint made?

A. Not necessarily, although that is the usual course, because we cannot be expected to know what is wrong unless it is pointed out to us by those who are interested.

Q. Of course there are so many things wrong in the classification, it is something like the tariff, it would require going over thoroughly, because the classification made thirty or forty years ago has never been changed.

A. But it is changed repeatedly. A new one was issued this month.

Q. But not in apples?

A. No, but it is constantly added to and changed, and a new one was issued on the first of March.

By Mr. Schaffner:

Q. Did apples and cattle remain the same?

A. Yes. There is another point I think I ought to speak about. Mr. Chute of Berwick, N.S., made the remark that apples were in the fifth class at an especially high rate made to cover perishable commodities that had to be transported quickly and which required special attention to prevent spoiling, the argument being that apples should not be in that class, that the fifth class was made specially for perishable fruit. I think he is wrong there, because the fifth class covers, not only apples, but other goods such as iron and steel goods, stoves, furnaces, wooden ware, molasses, paint, sugar, and other heavy articles, so you see it is not such a very high class after all. It may be high compared with cattle, but it is already in the lowest car lot merchandise class.

By the Chairman:

Q. If you make a change in apples you might have to make a difference in other classes?

A. Yes. Perishables are in a higher class. Oranges, bananas, butter are in a higher class; also fresh meat, cheese, eggs. I am speaking of car lots. These perishables are in the third and fourth classes and apples are not in a class made especially for perishables because the fifth class, I have shown, covers iron, steel, paints, oils, sugar, molasses and the cheapest classes of merchandise.

By Mr. Armstrong (Lambton):

Q. I am satisfied that some effort should be made by the Board to try and have them placed in a lower class than in the class of expensive shipments that are being made to the Northwest. The rail haul is very great and the cost of transportation is a big item to the shippers.

A. I was told recently that the fruit growers of Ontario had formulated a number of requests to the railway companies which the railway companies were considering at their meetings. It is possible that the railway companies may grant some of these requests and refuse others. It is quite probable, also, that as a final result the requests will come before our Board.

Q. May I ask if the Board of Railway Commissioners have had any request in regard to the shipment of cream and milk? I had the privilege myself of appearing before the Board some few years ago and urging the need of reducing the express rates on these articles. If you are taking up the matter of express rates, the large shippers ought to be notified because the question is a very important one.

A. I thought this question had been settled.

Q. It has been settled but the rates are very excessive.

A. The rates have been prescribed by the Board.

Q. You mean in the matter of shipments of milk and cream?