

## APPENDIX No. 3

*By the Chairman:*

Q. The express companies are contending that they are losing money; that their dividends have reached the vanishing point. It might be that the men behind these express companies would like the Government of this country to relieve them of the express business. In view of the assistance which their railways have already received in the way of subsidies, land grants and guarantees, they might yield what is known as the "express privileges" over their line hereafter. If that were done the people of Canada would, at this late date, be getting something in return for what they have put into the construction of these different railways.—A. The cost of Intercolonial Railway Construction to the 31st of March was \$109,221,080; to that should be added, perhaps the cost of the Prince Edward Island Railway, \$9,496,567.

Q. Do you know enough about the Intercolonial Railway in its present state to say whether it would be practicable to establish an express in connection with that road?—A. I should say that the situation was ideal on the Intercolonial.

Q. Could it be done without much increase in expenditure?—A. I think it could; I can say that, after having considered the thing very carefully, and having drawn up some memoranda about it for the Minister, that the machinery is all there; the equipment of the express companies is very unimportant.

*By Mr. Loggie:*

Q. You would require express waggons, etc.?—A. The total equipment of the express companies in Canada is a mere bagatelle.

*By the Chairman:*

Q. The railway companies have the cars?—A. They have the cars.

Q. What additional equipment would be required?—A. A few trucks, a few waggons and a few local offices here and there.

Q. Would it be necessary to make any material increase in the staff?—A. I do not think so.

Q. You say that you have prepared memoranda on that subject?—A. I have worked out confidential figures for the Minister but that data is at least two years old and I would much prefer to re-work it. But I think the Minister would rather wish that I did not make public a matter that is at present under advisement by him.

Q. I understand, Mr. Payne, that you have had some experience in bringing fish to Ottawa?—A. I have, Mr. Chairman, I have become quite a fish operator in the last few years.

Q. Will you state to the Committee, in order to get it on the record, your experience in that respect?—A. It is a very simple short story. Beginning some seven or eight years ago a few of us combined to bring up to Ottawa in the early part of the winter finnan haddie for our own use. The total quantity brought up in the first year that I had any connection with the movement was about 15 boxes weighing 30 pounds a box. It continued on that basis for a few years, and then it occurred to me we were getting a value that we ought not to be selfish about, and so three years ago I allowed the knowledge of our good thing to get about a little, and we brought up 100 boxes of 30 pounds each. Last year, and when I speak of last year I mean 1914, the advertising given to this little co-operative enterprise was sufficient to have us bring up 465 boxes of 30 pounds each; and the satisfaction was so great and the spirit of co-operation so active that in 1915 we brought 900 boxes of 30 pounds each, or 27,000 pounds of finnan haddie.

*By Mr. Stewart (Lunenburg):*

Q. Was this a loose organization?—A. The loosest that you can fancy, Dr. Stewart.

Q. It had nothing to do with the Co-operative Civil Service Stores?—A. Nothing whatever. If you can believe in any headship about it, all the headship there was is

Mr. J. L. PAYNE.