

APPENDIX No. 3

which is absolutely unanswerable in favour of your running a car to be opened in transit or, as some have described it, a pedlar car.—A. I do not want to argue about the bonus part of your remarks. I do not think it applies to the Dominion Express Company—I won't say the Canadian Pacific are not under any obligations—because the express end of the railway is managed, maintained and operated, and has always been so, as a separate organization, and stands on its own feet.

Q. Stands on its own feet because it makes money?—A. I beg your pardon. I will show you a little later on that we are not making money.

Q. Have you got any figures which will show what the quantity of fish was which was carried from the Atlantic coast to Montreal by your company in the year 1907?—A. No, not the quantity, nothing for 1907.

Q. Can you tell the Committee what the earnings were in that year?—A. No.

Q. Can you for the year 1915 give us that information?—A. Yes, I can show the earnings but not the quantity. In 1915 the earnings of the company were \$57,247.77 from 56 shipping points.

Q. On fresh and frozen fish?—A. I don't imagine we carry any frozen fish; it would be fresh and cured fish.

Q. Mildly cured fish, that is finnan haddies?—A. Yes, sir

Q. Has the quantity of fish carried increased between 1907 and 1915?—A. I am unable to say.

Q. Do you know whether or not more cars or messengers are required because of any increase in that class of traffic?—A. I will let Mr. Vickers answer that question so far as the eastern division is concerned. (To Mr. Vickers): How is that Mr. Vickers?

Mr. VICKERS: We require extra assistance on account of distributing.

The WITNESS: And more car space?

Mr. VICKERS: And more car space, yes.

Q. What is the carload express rate on fish, for mildly cured fish, from Halifax, Mulgrave, and St. John, to Montreal, Toronto, Winnipeg and Vancouver?—A. There are no carload receipts in fish—I have never been offered a carload.

By Mr. Found:

Q. You say you were never offered a carload? Was not a carload carried by your company from Lockeport two years ago?—A. There might have been an isolated case, but I can say that we have never been asked to give a carload rate or that a carload rate was called for.

By the Chairman:

Q. Supposing that different shippers were to consolidate their shipments in one car would you consider the question of giving a carload rate?—A. I am not prepared to answer that—or rather I would say that we would consider it, yes, but I am not prepared to say that we would give it.

Q. Before whom would you have to place that question, or when could you give an answer to a question of that kind?—A. That is a question which requires some consideration. I am not prepared to say what we would do. It is a departure from an established rule, not only in the matter of fish, but it is a rule that has a bearing on a large amount of traffic.

Q. Does it cost you any more to carry it because the load is composed of individual packages?—A. If it is loaded by the shippers at one time or without handling, or without additional wagon service, it would not cost any more. It depends upon the conditions under which you get it.

Q. Would it be feasible to have the car opened in transit if you gave carload rates?—A. It is possible, yes.

MR. W. S. STOUT.