

Q. And those guarantees, of course, have been lived up to?—A. Oh yes.

Q. But I am speaking now of the carload lot rate. I ask you whether it would not be possible to arrange a carload rate and to drop the quantity constituting a carload to 15,000 pounds as compared with 20,000 pounds?—A. It has already been dropped to 10,000 pounds.

Q. I understand that is only in connection with a certain arrangement that the department has made?—A. That is true, yes.

Q. But if the department were to withdraw that assistance would the same rule with regard to a carload apply?—A. As to quantity, do you mean?

Q. Yes. I think the transportation company would be entitled to a reasonable minimum quantity in the car if hauling it on fast passenger trains. Whether that would be 15,000 pounds or 10,000 pounds would depend to a large extent upon the revenue from the service, the total revenue from the transaction.

Q. But why would it be raised from 10,000 to 15,000 pounds if the people were paying the full amount of the express charge instead of the Government paying one third?—A. It would not matter who paid it so long as the revenue was satisfactory to the Express Company.

Q. But you are not able to say what was a suitable or satisfactory revenue because you have not been able to divide up the business?—A. We have the benefit of the experience of carrying the traffic, and the transportation officials would have some judgment on these things. We have spent a lifetime in studying up rates and there is no particular basis for the fish trade except by comparison with other rates.

Q. Is it not a fact that those who are in charge of these companies are supposed to make them pay?—A. I should hope so, yes.

Q. And, as a matter of fact, is it not the business of those who are directing them to exact the utmost farthing that the traffic will stand?—A. No sir.

Q. Well, now will you give us the statistics that you have?—A. This is a statement prepared by the Canadian Express Company showing the rebates collected from the Government on fish shipments from the east, and the rebates collected from the Government on fish shipments from the west. The rebate on the shipments from the east are for the years from 1909 to 1915, inclusive and from the west for 1914 and 1915. In 1909 the Government refunded to the Express Companies on fish shipments from the eastern coast, being one third of the express charges on less than carload shipments of fish, \$4,907; in 1910, \$7,642; in 1911, \$8,490; in 1912, \$12,682; in 1913, \$9,852; in 1914, \$5,117; and in 1915, \$6,819.

*By Mr. Kyte:*

Q. Will you please explain why it is that there was such a drop in 1913, 14 and 15?—A. Up till 1912 the Canadian Express Company was the only express company operating on the Intercolonial Railway, and therefore that company carried 100 per cent of the traffic by fast express on the Intercolonial Railway. At that time the arrangement was made by the Dominion Government Railways to instal the Dominion Express Company on their railways so that since that date there have been two companies carrying the traffic.

Q. Then the statistics you have given do not indicate that the business was dropping to the extent it would appear from those figures?—A. Not necessarily. You will have to get the shipments by the Dominion Express Company in order to get the total shipments. From the West the rebates collected from the Government on fish shipments in 1914. was \$495, and in 1915 it was \$15,108.

*By Mr. Sinclair:*

Q. Why did you not give the statistics for the earlier years?—A. Because 1914 was the opening of the Grand Trunk Pacific, when the Canadian Express Company first began to move fish from Prince Rupert and then only late in the year. The business had only just started.

MR. JOHN PULLEN.