

APPENDIX No. 3

Q. Do the other railways make the same regulation or does that apply only to the Intercolonial?—A. Before these railways put in new regulations or new tariffs, or any special rates of freight into effect, they consult together and they make it the same.

By Mr. McCurdy:

Q. You regard these provisions then as oppressive?—A. I do not know whether I should call them oppressive. What I mean is, when we are trying to develop the industry, the Canadian fish industry, why should obstacles be placed in the way which make it harder to do what we are trying to do? The Naval Service Department guarantee us the charges on cars in order to give us refrigeration, guarantees the railways against any loss of earnings on that car, and is doing something to help develop the industry, and the Railway Department tries to gouge all they can out of the industry. They have raised the minimum weights by 4,000 and 6,000 pounds to make a carload lot.

By Mr. Sinclair:

Q. Does that apply to all railways?—A. When one of the railways puts into effect a tariff which shows a minimum from a given point to a given destination, and changes it in any way, you may be sure the other railways will do the same, because they consult together before it is done.

By Mr. McCurdy:

Q. Which railways are concerned in this case?—A. The only railways operating from the Maritime Provinces to the distributing points are the Government railway and the Canadian Pacific. Take another instance: our shipments of fresh fish coming a long distance from Pacific coast points to eastern points, or interior points such as Winnipeg, Toronto, Montreal, it is necessary to have refrigerator cars; the question of quick transportation is most important, it is the essential point. Now, we pay the express companies double the first class freight rate for this service. The express companies are owned by the railway companies, so that we are actually paying the railway company a double tariff to give us a quick service, because the perishable products we handle will not stand for the ordinary long-time service; and the express companies derive a big revenue from this fresh fish business. The shipments leaving Pacific coast points, like Vancouver or Prince Rupert are loaded by the producers and shippers at their own siding. Each of these companies have a siding where the cars are placed ahead of time for loading. The cars are not only loaded, but the bunkers are also charged or loaded by the shipping companies, entailing no expense whatever on the express companies. The express company gets this car after it is loaded and sealed, and the railway company moves it out of this siding and puts it on to the train coming through. The express company only has its billing clerk make the billing for this car, and that billing goes through to Montreal or Toronto. That is the only service performed by the express company, in return for which they get a division of fifty-fifty on the charges and they get a return on each car of fresh halibut shipped from the Pacific coast. Their division of the earnings is from \$300 to \$400. In addition to making this billing at the Pacific coast they make a free delivery of the contents of the car when it reached destination at Montreal or Toronto. We were served with notices last December. There were only two interested, the Canadian and the Dominion Express Companies, but they got the American Express Companies and the Canadian Northern Express Company to go into it and to make it a joint notice to the dealers interested that after the 15th day of January there would be no more free delivery of these shipments when they reached destination. In other words the dealers must take delivery of the fish at the terminal point. That means that the Express Companies receive one-half the earnings from the charges collected from the dealers on that

D. J. BYRNE.