

*By Mr. Kyte:*

Q. How far does that chilled meat have to be hauled to points of shipment in the Argentine—how much farther than in Canada?—A. I have not looked it up lately, but there lingers in my mind a suspicion, having looked it up once, that the rail haul on dressed beef in the Argentine, the haul of the raw material, or the rail charge which enters into it, either directly or indirectly, would be less in the Argentine, than in Canada.

*By Mr. Milne:*

Q. Alive or dead?—A. You would have to take it both ways, because it must be hauled alive, before it can be hauled dead.

Sir HENRY DRAYTON: It is my recollection that as against the average haul in this country, or probably 2,400 miles, there would be the haul in South America of probably not more than 800 miles.

The WITNESS: I think probably that is about right.

Sir HENRY DRAYTON: That is a misty recollection. On the other hand, the mileage rate on the railroads is very much less here than it is there.

The WITNESS: That is true, and as evidence of that, the Argentine railways have paid quite handsomely.

*By Sir Henry Drayton:*

Q. The Canadian farmer could export a greater mileage at the same rate?—A. The same rate in Canada would carry him much further inland.

*By Mr. Harris:*

Q. Is it possible for these 8,400 ton freighters to go to the Great Lakes?—A. No, they cannot go through the locks.

*By Mr. Stewart:*

Q. To me transit being an important factor in this chilled meat trade, it would seem in our Merchant Marine at the present time we have not the number of vessels which would really compete?—A. I should say, generally, we have no really first-class implements in the way of vessels for handling a business of this character. We have something, but it is not like the Transport Company.

Q. Bearing in mind the 35 days from Buenos Ayres to London, of which you spoke, how many days would it take our boats fitted for this service, to go from here?

Mr. DOHERTY: From 12 to 14 days.

Sir HENRY DRAYTON: So even with a slow boat we have a considerable advantage in time.

The WITNESS: Excepting this: only a percentage of our boats are equipped for this character of service, while the vessels which ply this trade regularly are fully refrigerated. I doubt whether the question of speed makes a lot of difference.

Sir HENRY DRAYTON: I think it does. It is very important in chilled meat; not in frozen, but in chilled it is important. The thing to do with chilled meat, Sir Henry, is to try to get your product to the English butcher in the same condition, as nearly as possible, with his own meats. You know, in England they hang their beef for a pretty long time. The reason they do that is because they like it tender, and they have not a very great fluctuation in temperature, and that means you cannot have the meat too cold—

The WITNESS: I presume that is so.

Sir HENRY DRAYTON: I presume, Mr. Chairman, if we can get something worked out in connection with the chilled meat, we would be doing more to

[Sir Henry Thornton.]