

Mr. DICKSON: I have no objection to it if it is the general policy.

Mr. LLOYD: Is it something practical and feasible for a royal commission to inquire into, in your opinion?

Mr. DICKSON: We should be able perhaps to look at the method by which subsidies are paid. If there is a different way such as payment direct to the shipper, then everybody should be willing to give it consideration to see if it is a practical thing.

Mr. LLOYD: Would this not simplify the problem deriving to the benefit of the economy and helping by giving it to the transportation system?

Mr. DICKSON: There may be some administrative problems, but there is nothing wrong with it.

Mr. LLOYD: There will be nothing more complex than what there is now, surely.

The ACTING CHAIRMAN: Now, Mr. Hahn.

Mr. HAHN: I have a short question. I would like to turn to appendix five dealing with canned apples. If I read it correctly, since 1953, the shipper of canned apples from Nova Scotia has suffered from a severe freight rate disadvantage in comparison with the shipper from Thornbury. Has this had an impact on the apple industry in the maritimes? Is the shipping cost a significant part of the total cost, and if so, does the change as indicated in this appendix really affect the producer in the maritime provinces?

Mr. DICKSON: You are asking about the cost of operation between one company as against another. I really could not answer it. But I think it is fair to say that every dollar paid out by one company for transportation charges which otherwise it could escape is a dollar which the company must pay and a dollar which it does not have for use in advertising, or reasearch; or, if you want, for better profits to its investors, or for wages. You can keep on naming them, but these are three or four points I have in mind.

Mr. HAHN: Going on from the apples to the general principles that you have enunciated that shippers in the maritimes have been suffering a continuing disadvantage over the last number of years, do you contend that this has slowed down the growth of industry in the maritimes, or has had a fairly serious and detrimental effect on growth in that area?

Mr. DICKSON: Yes, we agree with your statement.

Mr. HAHN: You feel that this has had an effect on your one time position and has been of major proportion, in other words, in terms of its impact on your economy.

Mr. DICKSON: I think that any economic statistics which have been devised by government at federal or provincial level will show that the maritimes are behind, economically, and that in the establishment of industry in the Atlantic region transportation has loomed as a very big factor. We have prospective industry coming into the office from time to time and what they want to know is "how much transportation am I going to have to pay if I establish in the Atlantic provinces versus another alternative site which I am considering elsewhere in Canada?" I suppose that top officers must consider these factors, but when every one is negative, it makes it that much more difficult to attract industry to the Atlantic provinces.

The ACTING CHAIRMAN: Now, Mr. Granger.

Mr. GRANGER: My question is supplementary to that of Mr. Cowan's with respect to Montreal being an Atlantic port. That is a very interesting position. Perhaps Toronto might also be made an Atlantic port. It occurred to me that there are one or two other questions I would like to ask relevant to earlier