

In so far as the grain trade of Canada is concerned, it is the unanimous opinion of the grain merchants here that the adoption of the proposed legislation would militate most seriously against the interests both of producers and shippers, and this Association therefore strongly urges the amendment of the draft Railway Act by the elimination of the clause proposing to regulate and control the tariffs of water carriers.

I am, gentlemen,  
Yours truly,

J. STANLEY COOK,  
*Secretary.*

Honourable FINLAY M. YOUNG,  
J. E. ARMSTRONG, Esq., M.P.,

Chairmen on the Joint Committee of the Senate and House of Commons on  
Bill B2 'An Act to consolidate and amend the Railway Act.'

*Mr. Francis King's Statement.*

OTTAWA, Ont., May 27, 1914.

To the Honourable  
The Chairmen and Members,  
Of the Joint Committee on the Railway Act.  
Gentlemen,—

Without attempting to deal finally with the matter on behalf of the vessel owners who have had no opportunity to reply, and merely because I think it desirable that the record of the committee's hearings should not be closed and the proceedings published without some comment upon the argument made by one of its Chairmen, Mr. Armstrong, M.P., in support of his amendment to section 358 of the Act, I accept the suggestion made during the session of the Committee on the 26th and submit the following "succinct statement" on behalf of the Dominion Marine Association, again respectfully submitting that in view of the nature of the statements made by Mr. Armstrong a fair opportunity should be afforded vessel owners to answer it fully before any action is taken upon it.

(1) Tuesday, the 26th day of May, was appointed for the presentation of evidence by the interests desiring the proposed legislation. No one appeared however in support of the proposals except the Chairman, Mr. Armstrong, and no witnesses or counsel submitted themselves for examination by the Committee.

(2) Mr. Armstrong said "perhaps the most serious objections to the present conditions are being made by the shipper of grain in the Northwest," and he submitted as evidence the report of the Grain Markets Commission of Saskatchewan, 1914, marking and underlining the paragraphs upon which he relied. This pamphlet was not obtainable from the Department of Trade and Commerce when I applied for it there, and the copy recorded in the Parliamentary Library is missing, so that it was impossible to examine it until the reporters' notes were complete. I have now seen the extracts from it and have not the slightest hesitation in condemning the Commission's conclusions against the Canadian Lake Carrier as manifestly unfair and as being quite unsupported by any evidence.

The only definite statement made by the Commission to the effect that the Canadian Lake Rate is in any way improper is contained in the following sentence "it will be noted that in spite of the much greater distance from Upper Lake Ports, and the fact that Buffalo lies east of Cleveland (the source of the return cargo) Lake freight rates to Buffalo are as a rule less than to Canadian ports on Georgian Bay and Lake Huron." Plenty of figures are quoted but there are none whatever in the notes furnished me to support the bald accusation above quoted. On the contrary the fact is that a reference to the Report which I have since examined shows that the Commission does quote for 1912 the comparative rates to Buffalo and to the Georgian Bay as follows:—