

## APPENDIX No. 5

—A. No. In determining what you are going to make the other fellow pay, you have to take into consideration his condition. It would be folly to charge a rate which would seriously interfere with the development of his business. Sometime you make an almost unremunerative rate for what is called "Infant industries."

Q. Do you look on this chilled meat industry as an "infant industry?"

*By Mr. Stewart:*

Q. Have you any figures of what you actually carried in chilled meats last year?

Mr. DOHERTY: No.

Sir HENRY DRAYTON: None whatever.

Mr. DOHERTY: None whatever.

Sir HENRY DRAYTON: Have the United States a monopoly on that?

Mr. DOHERTY: As far as I know there is very little going from the North American Continent. I think they are running it more in frozen carcasses.

Mr. STEWART: This space you are quoting on at this rate is sufficient to carry it without crowding? I have understood that is an important condition—it must not be packed or crowded?

Mr. DOHERTY: It would be hung.

The WITNESS: Here is something that may interest you. With the exception of 568 quarters from Canada, the whole of the chilled beef for Great Britain was imported from the Argentine, Brazil and Uruguay. The value of the contributions to Great Britain were £30,000,000 and represent more than 40 per cent of the total importations for the year, and Canada supplied a very small part, almost a negligible part in the contributions of chilled meats to the United Kingdom.

*By Sir Henry Drayton:*

Q. Our chief competitors would be the Argentine and Brazil? What is the distance in miles from the Argentine to London?—A. I should say roughly about 6,000 miles.

Mr. DOHERTY: The fast steamers are making the voyage in approximately 30 to 35 days.

*By Sir Henry Drayton:*

Q. Is that Argentine or Brazil?—A. That is Buenos Ayres.

Q. That is a trip of 35 days against a trip of about eight days?

Mr. DOHERTY: Yes, approximately.

Sir HENRY DRAYTON: Do you have eight as against thirty-five?

Mr. DOHERTY: Yes.

Mr. FORRESTER: Is that 35 days for the round trip?

Mr. DOHERTY: No, one way.

*By Sir Henry Drayton:*

Q. So we have that geographical advantage in connection with a large business which we know is carried on profitably, by the farmers of this country? We have a geographical advantage of eight to 32, to cut it down a little bit. That means we should occupy a position of very great advantage so far as transport is concerned?—A. Yes.

Mr. KYTE: What is the relative railway haul?

Sir HENRY DRAYTON: Let us get one thing at a time.

Mr. STEWART: Where are you getting this "eight" from?

[Sir Henry Thornton.]