

## APPENDIX No. 5

Q. It really puts itself in this position, that the difference between \$17.48 and \$20 will apply on the general cost of running the boat?—A. That is it.

Q. And you find out afterwards whether you have made a profit or a loss?—A. It does not require a very wide flight of the imagination to see what happens, especially if you charged interest on the cost of the vessel. While I do not want anything that I say to be misinterpreted as an effort in the direction of propaganda for increasing cattle receipts, at the same time, generally speaking, \$20 per head on cattle to the United Kingdom is not considered a high charge in the shipping world.

Q. Have you any idea, Sir Henry, what it would really mean if we had boats of the type of the Atlantic Transport—special cattle boats?—A. I cannot say.

Q. That has been one of the most remunerative lines of the International?—A. I think the best way to get at that would be to see if we could not get their figures.

Q. What do they carry cattle for?—A. The rate has been practically the same as ours during the past year. There have been one or two instances where lower rates have been taken in times of stress, but the rate has usually been the same as our own—\$20.

*By Mr. Stewart:*

Q. What is the tonnage of these vessels of this cattle transport?—A. 8,400 tons, and those would be the only ones that would be at all suitable for this class of traffic.

*By Mr. Forrester:*

Q. How many head of cattle do you carry on a boat?—A. 233.

*By Sir Henry Drayton:*

Q. I suppose that type of boat is the most successful in the cattle trade?—A. I think there is no doubt about that.

Q. This runs from 13,000 to 15,000 tons?—A. I don't think they are going over that. You see, there is not much difference between water transport and rail transport. The maximum of economy in rail transport comes when you have the maximum number of tons of revenue freight behind a locomotive; the maximum economy in ocean transport comes when you have the maximum of cargo per horse power of engine capacity. It is a simple problem of filling your vehicle to its maximum. Your maximum economy in passenger traffic comes when you fill the train.

*By Sir Henry Drayton:*

Q. Have you finished on the cattle business?—A. Yes.

Q. Well, while we are on that, I may say that Mr. Sales brought up in the House the question of chilled meat. What position is the company in with respect to chilled meat?

MR. DOHERTY: We have, at the present time, in the United Kingdom service four steamers fitted with refrigerators capable of carrying approximately 10,500 cubic feet of cargo, and we would be in a position to carry chilled meat just as we are in a position to carry frozen meat or cool-air meats if chilled beef should be offered to us for transportation.

SIR HENRY DRAYTON: How frequent service could you give?

MR. DOHERTY: We have two steamers in the London service, which would make one sailing each month, at the present time.

SIR HENRY DRAYTON: What would it really mean if you were asked to give a weekly service for chilled meat? What extra equipment would you have to have?