

The Committee desire to bring the facts in this regard to the earnest attention of the House, and would respectfully suggest that the Minister of Railways and Canals should take the matter up with the Canadian National Railway Board for consideration and appropriate action.

It would appear that the shipping combine referred to does not include tramp steamers, which can be chartered from time to time, and among which there exists keen competition. These, however, are only available to those shippers who can load a whole steamer; neither do they take the place of regular lines which are able to effect transportation almost with the regularity of express trains, and which, therefore, offer much greater advantages to those who have to ship perishable articles to a market which wishes to have a regular supply.

The boats of the Canadian Government Merchant Marine are not of such construction as permits of their being used as cattle boats, and to convert them for this purpose would be both costly and impracticable.

Evidence was produced showing that since the commencement of the war, ocean rates on cattle had increased by 300 per cent, while the price of beef in the British market had only increased 66 per cent during the same period.

Your Committee is of the opinion that the continuance of the rates now charged inevitably must have a detrimental effect upon the export cattle trade.

Your Committee were also struck with the fact that many of the witnesses connected with transatlantic steamship lines testified that, as a rule, small cargoes were brought from Great Britain to this country, and that this fact tended to increase freight rates on Canadian eastward-bound traffic over what would be the case if a fair amount of traffic were coming westward as well as going eastward. Thus any policy which diminishes the volume of trade coming from Europe to Canada, tends to increase the cost of transportation from Canada to Europe. The attention of the House is respectfully invited to this fact, and the attention of the Government directed to the situation so created.

The whole is respectfully submitted.

A. R. McMASTER,  
*Chairman.*

Fourth Report concurred in, June 26, 1923.

(See Journals at page 569).

## FIFTH REPORT

HOUSE OF COMMONS,  
MONDAY, 18th June, 1923.

The Special Committee appointed to inquire into Agricultural Conditions beg leave to present the following as their Fifth Report:—

### OCEAN FREIGHT RATES

In their fourth Interim Report, your Committee dealt with the question of ocean freight rates, the control of the rates charged by liners trading out of Eastern Canadian ports by the North Atlantic and U.K. Conference, Eastward-bound, and the operations of the Canadian Liner Committee, sometimes called the Weekly Liner Committee.

In view of the paramount importance of this subject and of statements made in the press and elsewhere concerning the findings of your Committee, we feel that the matter merits further attention.