

## APPENDIX No. 5

put the farmers on their feet in this country than anything else, and the addition of one or two boats, or three or four boats, with a real effort to see that chilled meat service is continuously available right from the farmers' nearest shipping point—

The WITNESS: You will have to bring the packers into that too. The farmer produces the raw material, and the packer is really the manufacturer.

Sir HENRY DRAYTON: They would be glad to come into that.

The WITNESS: Does it not come down to this? We have gotten on the scent of something that has an economic aspect in its relation to the western farmer, in this chilled and frozen meat proposition. That involves rail transport and ocean transport, production on this side, marketing on the other side, and a whole lot of things. Would it be worth while to help to crystallize any conclusions which this Committee may express, if we undertook at once an economic study of the thing, not only from the steamship point of view, but from the point of view of considering competition, markets, etc., because it is quite possible this Committee may wish to make some very definite recommendations with respect to policy, and I do not see how you can do that unless some one makes an economic study of the whole position, probably the various points which have been touched upon here.

Hon. Mr. GRAHAM: Transportation would, of course, be a great factor insofar as an investigation of the trade is concerned. Do you not think that between the Agricultural Committee and the Department of Trade and Commerce, they ought to work that out?

Sir HENRY DRAYTON: I would like to see something done. I believe in having all your eggs together, in a thing like this, and I think any proper traffic man ought to know everything about every business in the country. I think that can be done.

The WITNESS: I do not want to be so imprudent as to suggest to this Committee what they should do or should not do. It was simply a suggestion to let me assist you in arriving at some conclusion.

Sir HENRY DRAYTON: My idea is that you can do it very easily.

*By the Chairman:*

Q. Sir Henry, would that imply that if you find it advisable to assist the western farmer in the chilled meat business, you would have to construct new vessels for that purpose?—A. I think—

Sir HENRY DRAYTON: I don't think you could say that at all, because you have a movement already of 14 days against 35.

The WITNESS: I am only expressing a suspicion.

Sir HENRY DRAYTON: You are certainly getting a rate which is remunerative, with small exceptions.

The WITNESS: There is no use discussing a transportation subject if there are to be external influences which would kill it.

Sir HENRY DRAYTON: We have the Government control, and it should be an easy thing to put in a system which would assure our handling this traffic.

The WITNESS: We would look at it from two points of view; what could be done with what we have, and what more could we do with something additional.

Hon. Mr. GRAHAM: And what would it cost to transfer what we have into something more adaptable?

The WITNESS: I think the West India field is the best field we have got.