

RECOMMENDATIONS

1. Government action to see that rate increases are held to a level which will not jeopardize existing markets or prevent reaching new markets by some form of assistance on transportation being maintained, especially on finished goods being sold outside the Atlantic region. This action to be taken prior to lifting of the rate freeze.

2. Rates from Hantsport be reduced to the Halifax level.

3. Subsidization be extended to raw materials for manufacturing purposes which must be purchased outside the region.

4. Continued Federal Government assistance to Nova Scotia for building of all-weather trunk highways.

5. Any assistance given to rail also be extended to trucking.

RECOMMANDATIONS:

1. Que le gouvernement veille à garder les majorations de tarifs à un niveau qui ne mettrait pas les débouchés en péril ou n'empêcherait pas l'acquisition de nouveaux marchés, à l'aide d'assistance au transport, surtout des produits finis vendus en dehors de la région de l'Atlantique.

2. Réduction des taux de Hantsport à parité de ceux d'Halifax.

3. Extension des subventions aux matières premières destinées à la fabrication, en provenance de l'extérieur de la région.

4. Maintien de l'aide du gouvernement fédéral à la Nouvelle-Écosse pour la construction de grandes routes carrossables à l'année longue.

5. Extension aux camionneurs de toute subvention accordée aux chemins de fer.

We feel that the rates from Hantsport G.A.R. should be reduced either arrangement with the C.P.R. or by the ~~GOVERNMENT~~ allowing the difference. If the Hantsport rates were reduced to the Halifax level, NO additional assistance would be required to maintain our present market position. It is recommended that the ~~GOVERNMENT~~ take the following steps:

Carbohydrates	Carbohydrates	Carbohydrates	Carbohydrates
1. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	2. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	3. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	4. Reducing rates from Hantsport G.A.R. to the same level as Halifax.
5. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	6. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	7. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	8. Reducing rates from Hantsport G.A.R. to the same level as Halifax.
9. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	10. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	11. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	12. Reducing rates from Hantsport G.A.R. to the same level as Halifax.
13. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	14. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	15. Reducing rates from Hantsport G.A.R. to the same level as Halifax.	16. Reducing rates from Hantsport G.A.R. to the same level as Halifax.

Nous croyons que les taux de Hantsport (G.A.R.) devraient être réduits soit avec le Canadian Pacific soit avec le ~~GOVERNMENT~~. Si les taux de Hantsport étaient réduits au niveau de ceux d'Halifax, il n'y aurait plus d'assistance nécessaire pour maintenir nos positions actuelles. Nous croyons aussi que les différences de tarifs n'existeraient plus.

TAUX D'ENTREE

Ingredients must be brought in at considera-

dents de la sécurité et de l'entretien. Ainsi