

## SPECIAL COMMITTEE ON ROUTING OF EXPORT TRADE

THE SENATE,

COMMITTEE ROOM No. 368,

20th April, 1921.

The Committee met at 10.30 a.m.

The CHAIRMAN: As you know, this Committee was formed especially to look into the question of export of our products from the west. At the present time over half the grain is going through American channels, and what this Committee wants to find out is why our Canadian routes and Canadian railways and ships and elevators and ports are not used to a greater extent in place of American routes.

Hon. Mr. TODD: Then there is the question of insurance that is charged through Canadian ports.

The CHAIRMAN: We want to investigate the whole subject; that is the question of Canadian routes and why they cannot compete with American routes. We will also take up the matter of insurance, and whether we should have elevators in the east or not.

In order to get proper information we will have to have experts appear before the Committee. Senator Webster has suggested Mr. Thomas Harling of Montreal, and Mr. James G. Scott of Quebec, has also been recommended. He is a railway man who has, all his life, made a study of the transportation question, especially in regard to wheat. I cannot take upon myself to bring these witnesses here without the authority of the Committee. If any member of the Committee has any witnesses to suggest their names should be handed to the Secretary. We are all anxious to see that our Canadian routes are patronized to a greater extent than they are at the present time.

Hon. Mr. BENNETT: I would suggest Mr. Watts, Secretary of the Flour Millers' Association.

The CHAIRMAN: We are here for the purpose of getting at the facts and we should spare no expense. There is no doubt in my mind that there is a nigger on the fence somewhere, and I see no reason why Canadian ports should not be used to a greater extent than they are. I think it would be advisable to have an expert traffic man give evidence before the Committee.

Hon. Mr. WEBSTER: We should also have someone connected with Marine Insurance to give testimony and we should have someone who is thoroughly familiar with the grain-carrying question. The grain starts from the farmer and is taken to the railway station and is shipped by rail, and the minute you go that far with the question you at once take in the car builders and persons who supply various articles to the railway companies, the labourers and the trainmen. Then you come to the elevators and you immediately touch everybody employed in that connection. Next you have the steamship company and their employees and people who supply them with material. This question of transportation affects thousands and thousands of the population of this country. It is one of the most vital questions that we have to deal with in Canada. The Government railways have cost about \$170,000,000 and we have to consider that great investment and I see no reason why our own railway should not carry a great deal of this grain.

Hon. Mr. THOMPSON: If you could arrange to have all the grain carried over our own railway to its destination, that would be a very important factor.