The statement I am filing with you, covers that point. It gives the wheat and then the flour expressed in wheat. (*Vide* Schedule P).

The ninth question is, " The rate of insurance of grain charged from Fort William and Port Arthur on marine bottoms; and how such rate compares with the rate which would be chargeable if the shipper could place his insurance where he saw fit and the Lake boat were treated as a common carrier."

The Government Departments have no information on these points.

Hon. Mr. WILLOUGHBY: The statement was made in the House of Commons that the shipper of grain was obliged to ship it in a certain boat and when that was done he had to pay a rate of insurance that was very much higher than if it was shipped in a C.P.R. boat. I would like to know whether that was so or not.

Hon Mr. WEBSTER: The Dominion Marine Association are large carriers of grain on inland waters and they ought to be able to give you that information.

Mr. HORNING: I might have written for that information, but I thought the Committee would prefer to frame their own question and secure the information direct. I think you can get the information at Fort William.

The tenth question is, "The quantity of grain carried over till the opening of navigation in the spring, and afterwards exported at any points or ports other than at Fort William and Port Arthur."

The amount of grain stored on the opening of navigation in 1920, April 23, in country elevators, western division, was: Wheat, 11,943,005 bushels and the total of all grains, 21,892,996 bushels. (Vide Schedule Q.)

With regard to question fifteen, as to the depth of water at the different ports, I secured some information from Mr. Stewart, Hydrographer, Department of Marine and Naval Service, which I will file with you. (Vide Schedule R.)

Hon Mr. BENNETT: A man in Winnipeg has 1,000,000 bushels of wheat, and that man finds he can sell that wheat in England, but his price is fixed by the rates of freight he will have to pay. The man he sells to, if he has to pay the rates, will only give him a price that will enable him to pay the rates and land the wheat in Liverpool at a certain price. The Winnipeg man knows what the rate is to New York, or Baltimore, or Philadelphia. He may go to the Canadian Pacific Railway and ask them what they will take it to the head of the lakes for, and if he cannot get vessels at Fort William, he may ask what they will take it to Montreal for. There is no sentiment in that man. He simply wants to know who he can deal with to the best advantage, and I would like to ask the witness if he can furnish us with any information as to what freight rates the large shippers have to pay?—A. I do not think we can give you that information.

Hon. Mr. WEBSTER: There is a certain rate ruling in Liverpool, and we will say it is $2 a bushel for Canadian wheat. The man in Winnipeg figures up the freight rate from Winnipeg to Liverpool including his insurance, and then he figures on how much he can pay for his wheat in order to make a profit. If the freight rates are too high, he cannot buy the wheat. If he could go to the railway company or the steamship company and say to them, if you will take three cents or one cent off your price I can ship this wheat, he might be able to see his way clear to buy the wheat and ship it to Liverpool. He knows the rates from Port Arthur to New York, 33·96, and he knows that if he ships it by Montreal or Quebec he will have to pay 36 cents. It does not seem to me to be common ordinary business practice that between the grower of the wheat and the railway, the elevator and the water carrier, there should be such a charge that the wheat cannot be shipped by Canadian ports. We have the Canadian National Marine Service and the boats are lying idle in some ports, not fully occupied, and there ought to be some way by which the rates could be reduced to two or three cents a bushel, and that would be a wonderful advantage to our shippers. The shipping of the tremendous amount of wheat grown in Canada ought to be done through Canadian channels. We ought to be able to have someone