

Senator YOUNG.—Are you speaking of freight from Fort William to Montreal?

Mr. HENDERSON.—Yes, that is the only thing we are interested in.

Senator YOUNG, (Chairman).—What were the freight rates on the grain from Fort William, and Port Arthur to the Bay ports last year as compared with the year before?

Mr. HENDERSON.—I could not tell you that. Mr. Wright could tell you that. I think if you take the rates to the Bay ports and then add the railway 'at-and-east' rate to it, it will be considerably higher than the all-water rate.

Mr. AMES, M.P.—I would suggest that Mr. Henderson's suggestion be adopted, and that before this Committee meets next year such figures as are available be placed before it showing the average rate per bushel of grain, each month, say, over a period of five years, taking all the shipments of that month and showing what would be the average monthly rate from Port Arthur to Montreal, say for a period of five years, taking all the shipments of that month, what would be the average monthly rate from Port Arthur to Montreal, say for a period of five years?

Mr. ARMSTRONG (Chairman).—Is it the Committee's wish that that material should be gathered?

Senator BOSTOCK.—I would like to ask whether we could get information on the other side. Is that same kind of information published in the United States?

Mr. NESBITT, M.P.—We may be sure that those people compete.

Mr. HENDERSON.—You spoke of the rates on the other side. I do not think that you would get any statistics on bulk freighters; it is only where boats are controlled by railways—package freighters, that are under the Inter-state Commerce Commission—and I think probably most of the package boats on the other side are owned by the railway.

Mr. AMES, M.P.—Do I understand that my suggestion—which I will put in the form of a resolution—has been adopted?

Mr. ARMSTRONG (Chairman).—Yes. (To Mr. Henderson): Your position frankly is that no restriction whatever should be placed on the boats on our inland waters; that you should be perfectly free to make whatever charge you wish, and free to use our ports, on which our Public Works Department have expended over ninety million dollars, our canals which will have cost us, when the Welland is completed over two hundred millions, and all the other works, and the Fishery Department; that it is all right for the people of Canada to furnish all kinds of facilities for the handling of this material for your purpose, and that you are not to be under any restrictions whatever?

Mr. HENDERSON.—That is my idea. The water is a public highway free to everybody; you can get a boat to-morrow, or anybody can buy a boat to-morrow, and put it on, just the same as you could buy a horse and buggy and put it on the road. I do not see why a highway on the water is different from any highway on the land, and you would not put any restrictions on a man who wanted—

Senator POWER.—We do.

Mr. MACLEAN, M.P.—A railway is the King's highway also.

Mr. HENDERSON.—But the railway has a franchise from one point to another: it has a franchise on that line.

Mr. MACLEAN, M.P.—It is a King's highway. What you ought to do is to establish the meaning of what you consider a 'common carrier', in the terminology of the street.

Mr. HENDERSON.—If I felt that the public was suffering from the present system I do not think I would have the face to come here and face all you gentlemen and talk the way I have done.

Senator WATSON.—You have been at it a long time; you are used to it.