

	1912.	
	To Georgian Bay	To Buffalo.
May.	1.835	2.719
June.	1.765	1.544
July.	1.914	1.539
August.	1.914
September.
October.	2.114	2.259
November.	3.156	2.616
December.	3.967	3.905

and this statement shows that in the year mentioned out of the six months for which a rate to Buffalo is quoted the rate to Buffalo was the higher in two of the months and was equal to the Canadian rate in one of the months, and but very slightly under it on the other occasions, being on the whole almost identical.

Furthermore in 1913 I was a member of the deputation which I think convinced the Honourable the Minister of Trade and Commerce that rumours of a higher rate to the Bay than to Buffalo at that time were quite unfounded and incorrect.

There is no statement in the Report other than the unsupported one above quoted that the water rate to the Bay or Montreal is in the slightest exorbitant. On the other hand the Montreal rate is shown to have been from one to two cents under the New York rate via Buffalo, and in a comparative table, showing the total expenses of exporting, the Lake rate is shown to be only about $1\frac{1}{2}$ cents as against a total rate to Europe of almost 21 cents.

At the same time the report shows most clearly the real reasons for the divergence of Canadian grain to United States routes with relation to a variety of other conditions including conditions at ocean ports, ocean transportation, facilities and rates, and insurance and other items of expense.

Nothing is shown to warrant the apparently prejudiced fling taken by the Commission at the Canadian Lake Carriers, which might have been assumed to be based upon incorrect evidence submitted to the Commission, or upon some other misunderstanding, if it were not for the figures quoted.

The Commission makes a number of suggestions aimed at cutting down the rate, no matter what harm it might work to the Canadian merchant marine, but the only one of the four specially enumerated which would not tend to kill all interest in the upbuilding of a good Canadian lake fleet is that the coasting laws should be abrogated *on both sides of the boundary line*. That would at least do the Canadian vessel the justice of letting her share the advantage of the East and West bulk freight traffic in coal and ore now enjoyed by the vessels of United States.

The Commission entirely overlooks the disadvantage under which the Canadian boat labours in this respect, and apparently does not notice that there is no return cargo from Georgian bay ports.

Attention must be called to the fact that the report is quite incorrect in showing a late autumn lake rate of \$20 per 1,000 bushels in 1913, against a rate of \$10 per 1,000 bushels in the same season of 1909. Instead of 1 cent and 2 cents a bushel for November in these years, the rates were more closely 2 and $2\frac{1}{2}$ for 1909, and $2\frac{1}{2}$ and 3 cents in 1913, the increase being slight. The report shows a comparison of the Montreal rates for the years from 1909 to 1912, and shows that an average of 4.93 cents for 1909 became an average of 5.93 cents in 1912. The close of 1913 was about the same as 1912, and in fact the Comptroller of Statistics, Mr. G. L. Payne, shows it lower than our record for the preceding year. The upper lake rate could not double if Montreal varied so slightly.

Then again although in another table the rate to the seaboard at Montreal at the opening of 1913 is shown as 7.25 cents, against an upper lake rate to Buffalo of 2.25