

Mr. RICHARDSON.—No. When I was a young man I paid a quarter of a dollar a bushel on corn taken through the Welland Canal. The next move was that the canal was deepened, and the rate immediately fell from twenty-five cents to four, five, six and seven cents. The country got the benefit of that. You made a saving right then and there for the country was paid the money back four-fold, and you are going to make another saving with the Welland Canal. It is going to pay all that money back. It is a good business undertaking in that respect.

Mr. MACLEAN, M.P.—I hope it will turn out that way.

Senator YOUNG (Chairman).—What do you say with reference to the package cargo?

Mr. RICHARDSON.—You are going to interfere with the package business very greatly. A large quantity of the package freight goes just at the close of the season. You can get the stuff through on a tramp boat or anything else.

Senator WATSON.—The rates by the boats owned by the railways are controlled by the Commission.

Mr. RICHARDSON.—They are in a great measure, but do you mean to tell me you cannot go and ship on my boat from Kingston to Fort William? I own the boat and I own the package.

Senator WATSON.—That does not come under the control of the Commission.

Mr. RICHARDSON.—September and October are big months for the canning business, and they are not ready to ship until the 1st November. If I could send the boat up to Picton I could save a good deal of money but I cannot do it. The stuff has to come down from Kingston to Picton to tranship there. Take Fort Stanley where I deliver grain for St. Thomas. Fort Stanley is nearer the west than Port Colborne. I could not get a boat to go there and deliver a cargo the same as Port Colborne. I would have to pay her more money. It is a shallow harbour and poor elevator, and these conditions have to be considered. The conditions surrounding that port have something to do with the rate. Then again a boat comes to Port Colborne, and runs across to Buffalo and Erie and loads her coal up. A return cargo has always a great bearing on the freight.

Senator WATSON.—To what do you attribute the cause of the blockade last fall in Montreal?

Mr. RICHARDSON.—The blockade in Montreal last fall was caused by something in connection with the market.

Senator WATSON.—They were using the elevators for storage.

Mr. RICHARDSON.—You sell as quickly as you can.

Senator WATSON.—Was it the lack of ocean shipping?

Mr. RICHARDSON.—The lack of tonnage at a proper rate.

Mr. MACLEAN, M.P.—Would it be a good thing to hold it over until you could get a lower rate?

Mr. RICHARDSON.—I always thought the man that sold his stuff immediately, got the money in his pocket and paid his debts was better than the man who obtained his money in May and paid interest on it.

Mr. MACLEAN, M.P.—It overtaxes the transportation companies to do it.

Mr. RICHARDSON.—The Argentine grain comes into Europe about the 1st of March. Now everybody looks for a more favourable market to buy in when the Argentine crop commences to move, so that if you keep your grain you may keep it at a loss. This year the Argentine crop was bad—almost nothing, but if it had been a good crop I venture to say every man who held wheat over until May would lose money.