

By Sir Henry Drayton:

Q. You had to include the strike expenses in that?—A. Yes, and the expenses of the crew, delays, and all that.

By Hon. Mr. Graham:

Q. What I do not understand, Sir Henry, is this: Is not the cargo that you take to Cardiff stockers?

Mr. HARRIS: Not with 210 cattle.

Mr. DOHERTY: Not always; it is, sometimes; sometimes not; sometimes one, sometimes the other, and sometimes a combination of the two.

By Hon. Mr. Graham:

Q. Can you get an analysis of this particular trip?—A. Yes. I was explaining that we had to add to that the expenses for the delay at Cardiff first, and the other was that again there was nothing like a full cargo westbound. The earnings westbound were only \$8,826.62, as compared with earnings of \$26,953.41, eastbound. The expenses would include a delay of about 15 days at Cardiff on account of the strike.

By Mr. Harris:

Q. And the rate there, I gather, is the same rate as applies from Montreal?—A. Yes.

Q. No difference in the rate from Quebec than from Montreal?—A. The same rate, yes.

By Mr. Stewart:

Q. You have no figures that would show us what difference it would have made on the voyage had a full cargo been taken on at Quebec? I take it all of the cargo excepting cattle was taken on at Montreal?—A. Those steamers started at Montreal and stopped at Quebec for cattle. It would be pretty difficult to get at that.

Mr. HARRIS: There would be one day, practically, would there not?

Mr. DOHERTY: We cannot get the general cargo at Quebec. The shippers are not prepared to pay the extra costs. Our grain is at Montreal in the ordinary course, and so is the general cargo. It is shipped via Montreal; there are lower railway rates to Montreal than to Quebec, and the ships must go to Montreal for grain and a general cargo.

By Mr. Stewart:

Q. What disadvantage is there in a vessel having to call at Quebec for cattle? Looking at it wholly from the vessel's standpoint, if it were loaded at Montreal with cattle how much would be saved?

Mr. DOHERTY: There would be saved approximately six to eight hours in time. That is the length of time consumed in docking the steamer at Quebec, rigging the steamer, loading the cattle, unrigging and taking the ship out.

Mr. STEWART: Would six to eight hours cover that?

Mr. DOHERTY: Yes. We have done it in four hours.

The WITNESS (To Mr. Doherty): Could you make an approximation of what that would amount to in a lump sum by way of expenses?

Mr. DOHERTY: Probably about \$500.

The WITNESS: I think, Mr. Stewart, that is the real answer you are after.

Mr. STEWART: Yes, that is what I wanted to get at.