

Q. But suppose we had these four from Quebec?—A. If you would not mind limiting your requests, as far as possible, to those for specific information in regard to typical cases, it will simplify the work a great deal. What you want to particularly know is how this cattle proposition works out?

Q. Yes?—A. We can take these four voyages from Quebec and give you the consist of the vessels, the number of head of cattle and other commodities, the gross revenue for each one of these commodities, and the operating expenses for each voyage, and depreciation and capital charge, and anything of that sort, so you can see how that particular voyage relative to cattle works out, and that will be an important thing, because you cannot load your vessel entirely with cattle; you have to fill in with other commodities, and that would give you a pretty good idea of how the cattle proposition works out, although, in general, I can tell you the expense of handling cattle per head on the voyage.

Q. What would your average be—

*By Mr. Harris:*

Q. Before you reach that point there is one important thing in that summary. Is it possible to also give us the point of origin of the different commodities? For instance, you mentioned hay?—A. I think I could.

Q. Not necessarily the exact point, but approximately; say, Central Quebec?—A. I think we could as regards the grain and cattle, but there might be some miscellaneous shipments that would not be worth while hunting down. You might get a package from Hamilton, or one from Toronto, which would not amount to anything.

*By Mr. Stewart:*

Q. You could pick out a voyage where the cargo consisted very largely of grain and cattle—the two combined—and give us some figures on that?—A. I think these voyages we are talking about will do that.

Q. If there is one, it will be satisfactory—if there is one where the balance of the cargo over cattle is grain, it would be satisfactory?—A. In other words, you would like a voyage in which, say, 75 per cent of the cargo was cattle and grain?

Q. Were the full complement of cattle?—A. These voyages were all with a full complement of cattle.

Q. And as large a percentage of grain as you ever carried?—A. It may be that it will work out—that one or more of these voyages will work out and give you what you want, but if we have not got it, we cannot produce it; if we have not a voyage in which there is a large amount of grain plus the cattle, we cannot get it, but these were the only voyages made of that character, and we ought to be able to reveal the information you want.

Q. You mean there were only voyages from Montreal in which a full complement of cattle—A. I think there were six.

Q. I think it more probable that the grain complement would be added at Montreal rather than at Quebec?—A. Yes. Let us investigate these four voyages from Quebec and the six from Montreal. That will surely give you what you want, because there is not anything else.

*By Mr. Jelliff:*

Q. In that statement you indicate the cost of fitting the vessel for carrying cattle, Sir Henry?—A. Yes—

Q. I understand that is quite an item of expense?—A. This, perhaps, will interest you. I think I have got that. I can give you the total cost of handling cattle. I think you will find this interesting. The following statement indicates what it costs to carry cattle. Erection of fittings; that is, you have to put in special fittings for handling cattle; you have to have a turkish bath