

APPENDIX No. 5

By Mr. Harris:

Q. Did that have its full complement of cattle?—A. I should say, yes. That is as many as you could get on—272. You ordinarily figure on about 235.

Mr. DOHERTY: That is for fat cattle; for stockers we can accommodate 270 to 275.

The WITNESS: That would be a full cargo of cattle.

Voyage No. 13; steamship "*Mariner*," sailing July 13th, destined to Cardiff with 216 head of cattle, which brought us \$4,320; the gross earnings for the round trip voyage were \$37,222.81, and the expenses were \$39,516.33, leaving a deficit of \$2,293.52.

Here is the best voyage we had, the steamship "*Mariner*" again, sailing on November 9th, destined again to Dundee. The ship on that voyage carried 271 head of cattle, from which the earnings were \$6,775; the total earnings for the round trip voyage were \$41,512.98, and the expenses were \$38,796.27, leaving a surplus of \$2,716.71. We considered that a very good voyage?

Mr. DOHERTY: That was a reasonably good voyage, sir.

Mr. STEWART: The rate there must have been over \$20.

Mr. DOHERTY: \$25; a special rate made for the carriage of cattle to Dundee.

Mr. STEWART: Where does the rate of \$20 apply to?

Mr. DOHERTY: To the west coast ports, Liverpool, Glasgow and Exmouth.

The WITNESS: Dundee is on the North Sea side, which involves going around through the Channel and is a longer voyage.

Those represent the particulars of the four voyages to which reference was made yesterday, as from Montreal.

By Mr. MacKinnon:

Q. There was a question asked in regard to chilled beef?—A. I have some particulars here of voyages from Quebec. There were four, I think, from Quebec.

The steamer *Leader*, Voyage No. 8, with 210 head of cattle. The earnings on the cattle were \$4,200. The destination of the steamer was Cardiff. The gross earnings for the round trip voyage were \$35,780.03, and the expenses, \$40,260.27, leaving a deficit of \$4,480.24.

By Mr. Harris:

Q. That is at the \$20 rate?—A. I suppose it would be about that.

By Mr. Stewart:

Q. Was there any grain in that cargo?—A. Yes, 220,294 bushels of grain; 86 tons of lumber, 132 tons of nickel oxide, 161 tons of provisions and 46 tons of phosphorous.

By Sir Henry Drayton:

Q. How near a full cargo was that?—A. That would be within 10 per cent of a full cargo.

Mr. DOHERTY: Absolutely a full cargo.

Sir HENRY DRAYTON: That is a bad result for a full cargo.

The WITNESS: There are two things to be considered in that. It is difficult to draw conclusions from those voyages unless you know all the details in connection with them. That voyage took 55 days, as against an average of somewhere around 41 days. (To Mr. Doherty) Why did it take so long?

Mr. DOHERTY: The strike conditions in Cardiff.

[Sir Henry Thornton.]