

*By Hon. Mr. Webster:*

Q. What about Halifax?—A. No; they have an elevator of half a million bushels, but it does not connect with the wharves, and consequently is not available for export.

*By Hon. Mr. Willoughby:*

Q. Would flour come under the same category as wheat with regards to wharfing charges?—A. No; there is a charge on flour because that goes through sheds and has to be individually handled; it is not like grain going through a free port.

Q. What do you mean by a free port?—A. The words "free port," have been mistranslated by a good many people. There are practically only one or two free ports in the world.

*By Hon. Mr. Tessier:*

Q. Hamburg—A. Hamburg is one of the free ports; Hong Kong you might call another free port. A great many people have discussed the advantage of a free port. In the proper acceptation of the term a free port is a place where cargo can be received and held in bond for the benefit of the importers or the exporters, and distributed either with or without duty, either into the interior portion of the country or re-exported to some other country. Now let me explain what I mean. Hamburg is a free city in Germany; it is an old Hanse city, and imports into Hamburg can be retained there and shipped from Hamburg to Norway, to Sweden, or to Russia without paying duty. If a cargo stored in Hamburg is for the use of Germany, then when it goes outside of the limits of the city it becomes liable for the duty or the dues that the country attaches to it.

*By Hon. Mr. Willoughby:*

Q. Following that, would this North American triangle—New York, Portland and other ones—be charged for wharfage dues on flour?—A. No, Portland does not; Portland absorbs the dues both on import and export cargoes, including grain.

Q. What about New York?—A. New York has free grain elevation. The elevators charge is absorbed by the shipper.

Q. I am speaking of flour now?—A. Flour is handled on the wharves. If it is handled by a barge and goes on to the wharf and thence to the ship it pays wharfage. If it is handled from the barge direct into the ship, which is the usual system in New York, then it does not come on the wharf and consequently does not pay wharfage.

Q. Suppose it went from Buffalo to New York by rail?—A. It is not transported to New York city; it goes over to Hoboken or New Jersey, and it is carried by cars on what they call floats.

Q. There would be no wharfage charge then?—A. No, because the car does not go on to the wharf; but if the track comes down the shed and the cargo is transferred into the ship through the sheds there is a wharfage charge. Wharfage is charged on all imports and exports passing the quays in New York.

*By Hon. Mr. Bennett:*

Q. Assume that a train of cars were standing at one of those elevators at Montreal, what would be the charge per bushel for taking it into the harbour through the elevator and placing it in the ship?—A. I think it is about five-eighths of a cent per bushel for receiving and delivering.

Q. That includes dropping it into the car and putting it into the ship, too?—A. Yes.

Q. You spoke this morning about there being a demand for a number of vessels to carry wheat or other grain; is there a demand for vessels of that class to carry flour?—A. No, not in full cargoes. It is very seldom that a full cargo of flour is shipped anywhere. It is shipped in parcel lots. As a rule flour is sold by the hundred bags, or a thousand bags, or two thousand or five thousand bags, but it is