

APPENDIX No. 5

Montreal?—A. That, of course, is a very profitable proposition and one which enables us to put more traffic on the Transcontinental, where it is badly needed, and gives us a full cargo from Quebec.

By the Chairman:

Q. Could you carry wheat in the same way in the winter months?—A. There were four sets of voyages of cattle from Quebec.

By Sir Henry Drayton:

Q. I wonder if we could get an analysis of those voyages?—A. A financial aspect?

Q. Yes?—A. Yes.

By Mr. Stewart (Humboldt):

Q. You were speaking of full cargoes?—A. You cannot load the space up entirely with cattle, because the boat fittings do not permit, but all the cattle-carrying space available on these vessels was filled with cattle, and then there was other cargo put in the ship at points where you could not put cattle.

By Mr. Harris:

Q. Do I understand that these four vessels loaded their full cargo at Quebec, and did not go to Montreal?—A. They went to Montreal and picked up a general cargo, and then picked up a cattle cargo at Quebec.

Q. That would not be a very profitable business?—A. You cannot answer that question by saying it would not be profitable. I think, taking it as a whole, and considering the interest of the railway and the interest of the Merchant Marine, it would be a desirable thing to do.

By Mr. Stewart (Humboldt):

Q. You would say, Sir Henry, that it would be more profitable if the cargo of cattle could be obtained at Quebec?—A. Obviously. You do not want to travel any more miles with your ship than you have to, and you want to get as much of your cargo at one spot as you can. If you can get a full cargo at one port it is the thing to do.

By Mr. Harris:

Q. Would your records show how many cargoes of cattle were loaded at Montreal?—A. Six.

By Mr. Stork:

Q. What is the last shipment of cattle from Quebec to England?—A. That was in October.

By Mr. Stewart (Humboldt):

Q. What cargo can the Merchant Marine vessels carry besides cattle?—A. Grain, lumber, grain-products, automobiles and accessories, dairy products, hay, iron and steel, bricks, slag, sand—practically anything.

By the Chairman:

Q. Do you carry any grain from Quebec which comes via the National to Quebec?—A. For the United Kingdom?

Q. Yes?—A. No, not from Quebec, we do not. Grain that we carry comes entirely from Montreal.

By Sir Henry Drayton:

Q. I think it would save discussion if you prepared a financial return from these cattle voyages—A. If I might make a suggestion; what you would probably like to do is to pick out a typical voyage with respect to cattle, or with respect to grain, or something of that sort?

[Sir Henry Thornton.]