

Mr. HARLING: Yes, and the rates are equalized.

Hon. Mr. TESSIER: I would like Mr. Harling to give his views as to how trade could be brought back to our Canadian ports.

Hon. Mr. WILLOUGHBY: We had better let him finish his statement, and then at the end of it get the remedy.

Mr. HARLING: We will have to work back to that point. It depends on the amount of tonnage that is really available from the St. Lawrence. We have to get increased tonnage from the St. Lawrence in order to carry the available grain during the season of navigation. I have told you that the capacity of the regular lines is limited to certain boats. You have to get additional lines of steamers, or tramp steamers, in order to do that. Whether shipped from Quebec or Montreal is a matter of indifference to a tramp owner so long as he gets the same rate of freight. He would come, perhaps, a shade cheaper from Quebec on account of the saving of time and saving of expense coming up the river, provided he could get his cargo as cheaply and efficiently, and as good a selection of cargo, as he could get in Montreal. The primary advantage has been that you have lumber in Quebec, and having lots of lumber, Quebec was always recognized as a lumber port. In 1900 we succeeded in loading quite a number of steamers with general cargoes in Quebec in connection with the old line, and I operated in that year out of Quebec a line of steamers, and got a general cargo from the west and loaded in Quebec.

Hon. Mr. CASGRAIN: Why did you give it up?

Mr. HARLING: Because the line was sold; the Leyland Line that was operating that year was sold to the International Mercantile Marine, and the management was withdrawn and the line was withdrawn from Canada altogether because they wanted the line to run from Boston and not from Montreal.

Hon. Mr. WEBSTER: May I ask Mr. Harling a question?—as you have referred to that year, is it not a fact that by your personal effort, and by co-operation and by bringing in the various interests of water and rail together, you were able to build up that export business, which up to that time had been unknown?

Mr. HARLING: It was really a question of going out personally and getting that cargo to the port of Quebec.

Hon. Mr. WEBSTER: There is no reason why it should not go there if somebody goes after it?

Mr. HARLING: Certainly.

Hon. Mr. TURRIFF: Can wheat be shipped to Liverpool as cheaply from Montreal and Quebec as from New York?

Mr. HARLING: Not as a rule, on account of the extra insurance that I have mentioned.

Hon. Mr. TURRIFF: What difference would that make?

Mr. HARLING: I put that down at less than half a cent a bushel. I think I quoted three pence a quarter, there are eight bushels in the quarter.

Hon. Mr. WEBSTER: I think there is a difference of about 10 per cent.

Mr. HARLING: It would be 10 per cent on six shillings.

Hon. Mr. WEBSTER: I was informed there was a difference of 10 per cent between the St. Lawrence and American ports.

Hon. Mr. TURRIFF: Then there is only about half a cent to overcome?