

Q. The other side of Montreal, down about Three Rivers, it is all a dredged channel that far, anyway; what would be the width of that?—A. 400 or 500 feet is practically sufficient for two vessels to pass in the narrowest part. In the most dangerous part we have, which is on the Richelieu rapids, the steamers can pass there conveniently; we have never had any accidents in that channel for a number of years.

*By Hon. Mr. Webster:*

Q. What would you say regarding the facilities at the various harbours, such as elevators and other appliances?—A. Montreal is thoroughly well equipped. When I came to Montreal they had not a single elevator; that work was all done by floating barges. Then in the time of J. Israel Tarte, he build the first elevator in the harbour, and this was immediately followed by the Grand Trunk building an elevator, and both of those have been increased and extended, and a second elevator has been built in the harbour. We have now elevating facilities for about 10,000,000 or 11,000,000 bushels.

*By Hon. Mr. Bennett:*

Q. For storage?—A. They are not intended for storage; they are transfer elevators, but we can get the grain out of those elevators into a matter of sixteen or eighteen different berths. The grain is taken out on a belt and carried to the steamers at the rate of 25,000 or 30,000 bushels an hour. There is no port in the world that has better facilities for the handling of bulk grain than Montreal.

Q. Are floating elevators discarded altogether now?—A. Yes; Quebec has a permanent elevator now of 2,000,000 bushels.

*By the Chairman:*

Q. And an elevator capacity of 60,000 bushels per hour, through four spouts taking 15,000 an hour each?—A. Yes.

*By Hon. Mr. Willoughby:*

Q. What about harbour dues?—A. There are no harbour dues in Montreal. There is a small amount charged in Quebec.

Q. In dollars and cents, how would it translate itself into wheat?—A. We have had charges in Quebec, and about the same as Montreal; they are based on the Montreal rate. In Montreal they do not charge on grain, but there is a wharfage on general cargoes, imports and exports.

Q. There is wharfage with berths for the largest steamers?—A. In Montreal, 27 to 28 feet; in Quebec, over 30 feet. That is the maximum draught that is necessary for a steamer to go. I represent steamers in Quebec drawing over 30 feet. We never have been able to do that in Montreal. The dredged channel is supposed to have 30 feet of water, but you must allow 2 feet 6 inches under a vessel for safe navigation; in fact that is a narrow margin.

*By Hon. Mr. Tanner:*

Q. What accommodation is there in St. John?—A. They have a Government elevator in St. John and a C.P.R. elevator over at West St. John. I think they have about 2,000,000 or 3,000,000 bushel capacity between the two.

*By Hon. Mr. Webster:*

Q. Who owns those elevators at St. John?—A. I think it is a private corporation under the C.P.R. They are operated by the C.P.R. system.

*By Hon. Mr. Willoughby:*

Q. What about Portland?—A. Portland is the Grand Trunk entirely, about 2,500,000, and absolutely up-to-date.