

Mr. NESBITT, M.P.—He kicks at the rate that he got for his No. 1 and No. 2 Northern sample.

Mr. RICHARDSON.—It was a wonderful grading of grain. If he had tough grain it was his own fault.

Senator WATSON.—He complained of the low rate he got for his good wheat.

Mr. RICHARDSON.—He got the market price. He did not make it; we did not make it; the Lord made it.

Mr. NESBITT, M.P.—The farmers of the west complain that you vessel men were responsible.

Mr. ARMSTRONG (Chairman).—That was one of the strong arguments on the floor of Parliament, that the vessel men control largely the rates and the price in the markets of the West.

Mr. RICHARDSON.—The man who made that complaint did not know what he was talking about. There is a time when the lake rates are a factor, and sometimes the ocean freights. I have seen the freight rate in Montreal 96 cents for 8 bushels, and for that rate the vessels stowed that grain and delivered it in Europe. On the other hand I have seen the rates  $3\frac{3}{4}$  cents per bushel from Montreal. I have taken grain to New York because I could get it carried for next to nothing, and I have paid one guinea per 1,000 quarters.

Mr. KING.—A lake reduction may be absorbed at the ocean.

Mr. RICHARDSON.—It is seldom that you see low lake and low ocean freight at the same time. There is something coming up here before us in a couple of years that is going to give us all we can do to hold our grain in our own routes. The Erie canal will be completed in 1916. That Erie Canal will make a rate from Buffalo to New York so much cheaper than our present rate that our own boats will have great difficulty in living.

Mr. MACLEAN, M.P.—It will be a God-send for the western farmer.

Mr. RICHARDSON.—This Government is deepening the Welland Canal. It will not be completed so soon, but when it is completed it will be a factor to restore the equilibrium of trade—not only restore it, but give us probably a slight advantage over the Erie route.

Senator TALBOT.—How deep will the Erie Canal be when completed—twelve feet on the sill?

Mr. RICHARDSON.—It will take 60,000 bushels. That Erie Canal was not built originally to carry our wheat or even to carry the wheat of the western states. It was constructed to carry coarse rough freight to the manufacturing towns in New York State, cement, lumber, coal, stone and all these things. Therefore it is very likely to get the up freight as well as the down freight, and it is very hard to say what this new factor is going to do. Therefore I say, do not touch anything at present; leave things as they are. This association was formed for the protection of our boats, not for the protection of freights. I have never yet heard a discussion of freights in any meeting of our association.

Mr. KING.—Since 1907.

Mr. AMES, M.P.—How do you consider the widening and deepening of the Welland Canal is going to counteract the effect of the enlargement of the Erie Canal?

Mr. RICHARDSON.—The rate from Fort William to Port Colborne to-day is one and a half, while the rate from Port Colborne to Montreal is three and one-quarter. From Port Colborne to Kingston is one day's trip, and back again 24 hours. If you get one and a half cents a bushel from Fort William to Port Colborne for say a ten days' voyage, that is loading at Fort William and unloading at Port Colborne and going back, that is increased by two days going through the enlarged Welland Canal