

Mr. JELLIFF: Have we any more boats which can be utilized for that traffic?

Mr. DOHERTY: No, we have all we possibly could put in the trade on the Lakes now.

*By the Chairman:*

Q. Would you say, Sir Henry, that you made a net profit after considering the interest on the investment?—A. No, we did not, if you take into consideration the cost of the ship, and its annual capital charge.

*By Mr. Jelliff:*

Q. Do you consider that is competition which might have been engendered by the use of our own ships—A. I think it was useful. I remember early last autumn there was a lot of trouble, you know, about United States tonnage coming into the field. I was very much alarmed about it because I was afraid that not only would the grain not move, but if it did move, it would have to find an outlet through Duluth, or some American port, so consequently I was glad to find so many of our ships were engaged in this traffic. I went further, and tried to charter United States tonnage for the Merchant Marine, to break any deadlock that might come, and I think the fact that we have our own ships in there on the Lakes, or that we were also in the shipping business to some extent, and could take over chartered tonnage if we could find it, may perhaps have had some effect; how much, it is difficult to say. Fortunately the thing was straightened out and we did not have to do anything.

Q. Farmers generally in the West have been clamouring for some of our own vessels in that trade, to break up some of the combinations?—A. We have as many of our own ships in the trade now as we can put there.

Q. Are your vessels all used in transport between Canadian ports?

Mr. DOHERTY: With one or two exceptions, yes.

The WITNESS: (To Mr. Doherty) They were used for Canadian ports?

Mr. DOHERTY: Yes, Sir Henry, but they went to American ports during the early months of the season when we could not get grain from Fort William and Port Arthur.

Mr. STEWART: I was going to suggest it would be interesting, if it could be done without much trouble to the Department, to have a record of a typical voyage for a grain boat on the Great Lakes, similar to the one we had in regard to the cattle business.

Mr. DOHERTY: That is not possible.

Mr. STEWART: If you could take two for each month and take one carried at the maximum rate, and one at the minimum rate for that month, and give us the full information, the dates, the tonnage of the boats, the ports—well, I suppose they all originated at Port Arthur, but the ports to which the cargoes were carried, it would be very valuable for reference in further statements regarding the rates on the Great Lakes.

The WITNESS: (To Mr. Doherty) Can that be worked out?

Mr. DOHERTY: No. The accounting on the Lakes is not done on the basis of a single trip, but runs over a series of trips with some of the steamers operated continually throughout the entire season. A single account covers the entire operating expenses involved and the receipts from the freight. It would not be advisable to work it out on the basis of a single voyage.

The WITNESS: (To Mr. Doherty) Could you not make an estimate of that?