

*By Hon. Mr. Willoughby:*

Q. How would the rates compare?—A. The rate from Port Colbourne and Georgian Bay route ports are generally about the same; it used to be one and a half cents to Depot Harbour and to Midland and one and a half cents to Buffalo. The reason why it was profitable to ship to Buffalo instead of to Depot Harbour was that you had a west-bound cargo of coal on the inland route from Buffalo and New York to Depot Harbour to Montreal, or practically the same, so they had to compete, and the same rate on freight or corn, it used to be one and a half or two cents to Depot Harbour, and a very much larger boat can discharge there.

*By Hon. Mr. Bennett:*

Q. Assuming that a month later than now we were at Detroit, what proportion of the vessels going up would be carrying coal?—A. I could not answer that question at all; I am not sufficiently acquainted with the export.

Q. Is it a fact that the big fellows of the steel trusts do not hold back at all, so that there is not much with return freight?—A. I don't think so.

Q. Has it not been a reason that they can make three trips from a given point in Lake Huron as against Buffalo?—A. I think it is quite feasible, quite practicable.

Q. I noticed in a clipping on Saturday that a ship went down from Fort William to Port Colbourne in 29 hours; figuring it to Midland it would be very much less?—A. Yes.

*By Hon. Mr. Willoughby:*

Q. I would like to hear about the Panama route?—A. I am very strongly in favour of the Panama route from the west, and always have been. I believe that the Panama Canal is going to open up our West, and that we have not taken advantage of it. Unfortunately the war came on just at the time that the Canal was developed; but I went out to the far east for the Grand Trunk in 1910 and made a report on the Pacific trade, and also the progress of navigation via the Panama Canal. I think that if Prince Rupert were developed and had elevator facilities, and Vancouver, that we would be able to handle a large portion of our grain, particularly in the winter months, via that route, that now goes via Buffalo, as cheaply. It has to be as cheap, otherwise the business would not go that way.

*By Hon. Mr. Turriff:*

Q. I understand that a large cargo of wheat was shipped via the Panama Canal from Vancouver quite lately, contrary to the views of many that wheat could not be shipped in bulk on account of the warm water affecting it?—A. Yes, there was an account of a steamer that left Vancouver and delivered a cargo in London in five or six weeks, and there was a splendid lunch given on the steamer, and they were congratulating themselves on having carried grain from Vancouver via the Panama Canal in forty or fifty days. It reminded me of my first day in business in 1873, when a sailing vessel came from San Francisco with a cargo of grain in 120 days and delivered it in Liverpool; that was over forty years ago. We are somewhat behind the times when we question the feasibility of shipping grain via Panama, when forty years ago we were shipping grain in sailing vessels around the Cape.

Q. Was that grain in bulk?—A. In bags, and there is more heat in bags than in bulk grain. That vessel came around Cape Horn, I remember; it was my first recollection, of the *Glory of the Seas* coming in. I saw that vessel discharge her cargo in 1873; and yet it took us till last year to decide whether it was possible to ship grain via Vancouver. But, mind you, that vessel not only went to Vancouver, but from Vancouver to San Francisco, and from San Francisco to New York and some other ports, instead of making a direct passage in thirty days; I think ~~she~~ was thirty-five or forty days on the passage. It is possible to make our voyage in thirty days, and the longer the voyage the better the shipowner likes it, because we can