

Q. I think you intimated to the committee yesterday that it was possible that you could get the figures in regard to the present cattle boats on the Atlantic transport line.—A. Yes. They operate out of New York.

Q. They are not carrying any westbound traffic, are they?

Mr. DOHERTY: They get a better run of general cargo than we do in Canada, on account of the larger market in the United States. The lines operating into New York, as a rule, will find larger westbound cargoes.

Mr. HARRIS: Do they actually find a westbound cargo?

Mr. DOHERTY: Yes. You understand, a cattle steamer carries a very large proportion of grain and general cargo, because cattle are only carried on the top deck, and in some instances in two decks, but the holds are utilized wholly for the carrying of general cargo.

The WITNESS: Here are the times you asked for. Winnipeg to Toronto, 71 hours; Winnipeg to Montreal, 83 hours; Winnipeg to Quebec, 81 hours; Winnipeg to St. John, 120 hours; Winnipeg to Halifax, 126 hours.

By Mr. Harris:

Q. And down the river from Montreal to Quebec?—A. Approximately 12 hours.

Hon. Mr. GRAHAM: You cannot compare the whole distance from Winnipeg to Quebec via Montreal with the distance to Quebec via the rail haul.

Mr. HARRIS: You can compare the hours.

Hon. Mr. GRAHAM: Yes, but if I understand the figures right, the distance from Winnipeg to Quebec by rail is much shorter than the distance to Quebec by Montreal.

The WITNESS: I am not taking into the equation at all the rail haul between Montreal and Quebec.

By Mr. Stewart:

Q. There is one other question. Have you any figures as to the total number of cattle that our ships carry?—A. Yes, we can give you that. It is 2,856 detailed as follows: loaded at Montreal, 1,395; loaded at Quebec, 1,192; loaded at St. John, 269.

By Mr. Jelliffe:

Q. I cannot quite reconcile the statement as to the cost of fitting up cattle boats with what was stated last year. Mr. Motherwell stated in the course of a speech last year, quoting Mr. Thornton, that the cost of fitting up a cattle boat was \$32,000.—A. I think that might be explained in this way. I do not remember myself just exactly the circumstances that forced the statement, but probably what Mr. Motherwell had in mind was that he asked me how much it would cost to permanently equip one of our vessels for cattle traffic, and the answer was perhaps \$32,000. That is, permanent equipment.

By the Chairman:

Q. A different type?—A. Quite a different type of equipment; it would be steel. This \$7,000 refers to a comparatively temporary character of fitting. I suppose that is the explanation, I do not know.

The CHAIRMAN: Gentlemen, Mr. Logan, who is not a member of the committee, would like to ask a few questions. Is it the wish of the committee that he should do so?

Some Hon. MEMBERS: Yes.

By Sir Henry Drayton:

Q. Before Mr. Logan begins, I would like Sir Henry to say something about this 7 cent spread on flour.—A. I would not like to make any positive

[Sir Henry Thornton.]