

to get more tonnage in the St. Lawrence it must be in the nature of full cargoes of grain by tramp steamers. At the present all the regular line steamers are full for the month of May, and there are probably ten or twelve tramp steamers coming, and there is a demand at present for tramp steamers from Montreal.

Hon. Mr. BENNETT: In 1896, from that 8,000-ton boat that was being loaded with the assorted cargo, how much wheat would there be? About 300,000 bushels?

Mr. HARLING: Oh, no; 4,000 tons would only be about 150,000 bushels.

Hon. Mr. BENNETT: Then there was a class of boats carrying 150,000 of bushels in wheat?

Mr. HARLING: Yes.

Hon. Mr. BENNETT: How was that wheat placed in those vessels in 1896?

Mr. HARLING: By floating elevators. We had no permanent elevator at that time.

Hon. Mr. BENNETT: Contrasting the conditions of Montreal to-day, with its superior equipment of elevators, of course the position is very much improved to-day?

Mr. HARLING: Montreal is the best port on the Atlantic, without exception, for the export trade.

Hon. Mr. CASGRAIN: You spoke of 4,000 tons, which meant 150,000 bushels?

Mr. HARLING: Eight bushels to the quarter—160,000. It makes 132,000, not 200,000; I was figuring at five quarters to the ton.

Hon. Mr. BENNETT: So Montreal has a much more advantageous position as compared with other ports?

Mr. HARLING: We have elevator capacity for something like 10,000,000 or 11,000,000 bushels. At that time we only had one elevator.

Hon. Mr. WEBSTER: The same would apply to Quebec?

Mr. HARLING: The same would apply to Quebec; they have a modern elevator at Quebec which the Government has built at a very heavy expense, and Quebec is a modern port also as far as facilities are concerned.

Hon. Mr. BENNETT: Speaking about the rest of the cargo that the vessel had the benefit of at that time, you said there was a considerable quantity of live cattle?

Mr. HARLING: Live cattle; two decks, generally.

Hon. Mr. BENNETT: How is the trade in live cattle to-day?

Mr. HARLING: None, practically. They are beginning to renew the shipping of live cattle, after a lapse of many years.

Hon. Mr. BENNETT: Was there much lumber then?

Mr. HARLING: Quite a large quantity of deals. To-day there are no deals going forward, because there are no sales on the other side.

Hon. Mr. WEBSTER: There was a heavy exportation of meats in 1896?

Mr. HARLING: Yes; we used to get perhaps 20, 25 or 30 cars of fresh and salt meat.

The CHAIRMAN: But there is more dairy business?

Mr. HARLING: No; the export of dairy products, butter and cheese, has not increased during the last few years. We carried as many boxes of cheese in 1895 and 1896 as we have in any year since that.

Hon. Mr. WEBSTER: In a word, as you see it, there is ample cargo available in Canada to load any steamers that may be put at Montreal or Quebec, provided the cargoes are sent to those ports for shipment, rather than given to the States?