

We are not advised what the gradients are on the various divisions of the Canadian Pacific Railway between Winnipeg and Montreal, but understand that the heaviest grades between these points are on the Lake Superior Division, where one per cent grades have been common, but these are now being reduced. A similar locomotive would haul 940 tons, net freight, over a 1 per cent grade.

4. It is difficult to compare accurately the cost of handling wheat over the routes mentioned by you, for the following reasons:—

Some divisions of the Canadian Pacific Railway are built to gradients to compare with the National Transcontinental Railway.

The bulk of the Canadian wheat shipments has, in the past, been trans-shipped for ocean carriage at Montreal, and doubtless a large portion of it will continue to be shipped from that port via the Canadian Pacific Railway.

The cost of operation depends largely upon the cost of fuel, and this Commission has not the necessary information at hand to compare these costs. It also depends largely upon the volume of traffic.

The lake freight rates you ask about vary from time to time very greatly, and I will have to refer you to vessel owners for this information.

Yours very truly,

(Signed) R. W. LEONARD,
Chairman.

REPORT SUBMITTED BY THE CHAIRMAN OF FREIGHT AND TRANSPORTATION COMMITTEE OF THE QUEBEC BOARD OF TRADE TO THE COUNCIL OF THE BOARD, AS TO THE COST OF CARRYING WHEAT FROM WINNIPEG TO QUEBEC

QUEBEC, December 17, 1920.

To the President and Members of the Council of the Quebec Board of Trade:

Gentlemen,—In the six years from 1912 to 1918, 1,096 million bushels of grain were shipped from Fort William by water.

Of this vast quantity, there was:

	<i>Bushels</i>
Sent to Port McNicholl, Port Colborne, Midland and other Georgian Bay ports, for the supply of all the flour mills in Eastern Canada, some subsequently shipped by rail to New York, Portland, etc., for export, and a small quantity to Montreal and St. John.....	578,000,000
And to Buffalo, the greater part sent thence to New York and other United States seaports, for export	518,000,000
Making a total of	1,096,000,000

The quantity sent *all water* to Montreal was limited owing to the limited draught of water in the canals.

In 1918, and 1919, the harvests in the West were poor and there was very little left for export, after supplying through the elevators of the Georgian Bay ports and Port Colborne, the needs of the eastern flour mills, to feed the people of Canada.

In 1920, we have had another good harvest in the West and the surplus wheat is again being exported by Buffalo and New York, to the detriment of Canadian seaports. The quantity already sent by water from Fort William to Buffalo this year is about 53 million bushels,* of which it is estimated that 4½ million to 10 million bushels will be used by United States flour mills, and the balance is being exported from New York to Europe.

*Later reports say that the quantity has been 94 million bushels.