

Hon. Mr. CASGRAIN: It would be a shade cheaper?

Mr. HARLING: It would not, in the long run, be cheaper, because there is extra insurance on the grain by water, which has to be absorbed in the through rate, so it practically comes back to the same rate; but the basis of the through rate is water-rate. Now, the water-rate having advanced during the war from five cents a bushel to ten cents or twelve cents a bushel, the railway company is consequently making more revenue from Depot Harbour and Midland than before, but I don't think they are making any more profit.

Hon. Mr. CASGRAIN: Did you hear that the carriers were offering a three-cent rate from Port Arthur to Port Colborne and nobody wanted it?

Mr. HARLING: That may be a temporary condition, but not for the whole season. I think I could get a great deal more than three cents.

Hon. Mr. CASGRAIN: You could not get it now; nobody would take it.

Hon. Mr. BENNETT: I know Canadian boats that are not fitted up this year.

Mr. HARLING: No, they are in the coal trade, because that is paying better.

Hon. Mr. BENNETT: Assuming that the rate was two cents from Fort William to Georgian Bay ports, any of them, is that about a fair rate now, and in the past?

Mr. HARLING: Well, it used to be one and a half cents. I don't think two cents is a good rate; I don't think there is any money in two cents.

Hon. Mr. BENNETT: If it is two cents, what would be the rail rate from Georgian Bay ports to Montreal?

Mr. HARLING: About eight or nine cents to-day.

Hon. Mr. BENNETT: Then if it is eight or nine cents plus two cents, that is ten cents; so that it would all go by water at five cents, wouldn't it?

Mr. HARLING: If they can get the boats to carry it.

Hon. Mr. BENNETT: You are reckoning on eight cents a bushel from Port McNichol to Montreal?

Mr. HARLING: What is the through rate, then?—I am speaking of it from the through rate basis.

Hon. Mr. McCALL: You are dealing in bushels; not in 100 tons.

Mr. HARLING: In bushels. The shippers have been holding for higher rates than they can get. There is a good deal of business that they can get, and the rates are open; I can't tell what they are. I can only give you in round figures what I expect. I don't profess to be an expert on inland rates; I can only give you the ocean rates, as a matter of fact.

Hon. Mr. CASGRAIN: You are an ocean man; not an inland man?

Mr. HARLING: No, I am not an inland man. I know what the shippers tell me they are paying or expect to pay.

Hon. Mr. CASGRAIN: Hearsay?

Mr. HARLING: Yes, as far as that is concerned. In the grain business, as conducted by the shippers in Montreal, the object is to get the cheapest rates. Now, Montreal has always had difficulty in obtaining tonnage, on account of the extra insurance on tramp steamers coming in, because the regular line steamers can handle only a certain quantity of them. I don't suppose the quantity of grain handled by regular line steamers out of Montreal amounts to more than 25,000,000 to 50,000,000 per season; the remainder has to be sent by outside or tramp steamers. If we are