

Mr. Thomas Harling, of Montreal, said that he had used the port of Quebec as well as Montreal, and that Quebec is open in the fall for six weeks longer than Montreal, but the marine insurance rates from the St. Lawrence go up in the autumn until they reach a figure 50 per cent dearer than New York.

Mr. J. A. Richardson, of Kingston, said that he ships grain from Montreal as well as New York and has shipped some from Quebec. He thinks that a better cable service would help the Canadian grain trade, and that he could arrange ahead for sales and shipments through Quebec if a better rate of inland freight were quoted. He claims that wheat of Canadian inspection is worth three cents per bushel more in England.

Brigadier-General Tremblay, member of the Quebec Harbour Commission, recalled the fact that the Transcontinental railway from Winnipeg to Quebec—1,350 miles—is 200 miles shorter than any other line, and has maximum grades of four-tenths of one per cent, making it possible to haul as many as eighty loaded cars. He figured that wheat could be carried from Winnipeg to Quebec, including the cost of hauling back all the cars empty, at a cost of 18 cents per bushel, from which should be deducted the earnings on any freight carried westward.

Dr. Magill, secretary of the Winnipeg Grain Exchange, says in his evidence that in order to ship wheat all rail from Winnipeg it would be necessary to build an assembling point, or storage, somewhere on the line of the railway, and he did not think Quebec a suitable point, because doing so would mean to give up the Canadian flour mill market and the American market, and to limit the owner of the grain to the export market.

Mr. J. G. Scott, Chairman of the Transportation Committee of the Quebec Board of Trade, said that when he was General Manager of the Great Northern Railway of Canada, he brought wheat in large quantity over that road and the Canada Atlantic, in conjunction with Mr. J. R. Booth and M. E. J. Chamberlain, from Parry Sound to Quebec, 550 miles, for five cents per bushel, handling as much as three million bushels per annum for three years, 1901 to 1903. Referring to the Memorial of the Quebec Board of Trade, as to using the Transcontinental, he figured that, roughly speaking, Canada had paid \$40,000,000 to \$50,000,000 to American railroads for carrying our grain from Buffalo to New York—518 million bushels during six years—that might have been spent in Canada, if it had been possible to export that grain from Canadian instead of American seaports. In his opinion the only way to get this trade back is for the Government to make a radical cut in the all rail rate over the Transcontinental railway from Winnipeg to Montreal and Quebec, with low rates to Halifax and St. John, use the Government steamships to carry the grain, adjust the marine insurance rates, and provide grain storage at our seaports. According to his figures, 20 cents per bushel would be a profitable rate to bring wheat over the Transcontinental railway from Winnipeg to Quebec, and if that rate were made the trade would have to come, and doing so would not affect the Georgian Bay ports, nor the lake trade of Canadian vessels, as the competition would be only for the trade that now goes to New York. He quoted the Chairman of the Railway Commission, Mr. Carvell, as having told the Board of Trade, in Quebec, that if he granted them the 20 cents rate they asked for "the Eastern Canada seaports would be flooded with grain."

Honourable Mr. W. H. Bennett, after closely following the whole inquiry, has expressed his views on the subject as follows:—

"The Dominion of Canada is now the owner, or will be under the arrangement with the Grand Trunk Railway Company, of two lines of railway from the Georgian Bay at Midland and Depot Harbour to Montreal, as also a line from Collingwood to Montreal. From the above three ports on the Georgian Bay for many years there has been carried large quantities of Canadian grain from Fort William to Montreal for export trade and at the same ports in addition from Chicago, Duluth and other