

Hon. Mr. TURRIFF: They say 60,000 bushels, but the average load of a car is 1,100 bushels. They ask the shippers to overload the cars so that instead of carrying 60,000 bushels to the trainload, they would have 66,000 bushels at least.

The CHAIRMAN: I should be given authority to call officials of the Canadian National Railway and the expert who prepared these tables of the freight rates.

Hon. Mr. TURRIFF: You will find that this statement as to the United States roads covers a thickly settled part of the country and will not apply to western Canada.

Hon. Mr. BENNETT: Can we find out how much wheat came into Fort William or Port Arthur by the Grand Trunk Pacific and the Canadian Pacific Railway? Can we distinguish between the amount brought into Fort William by the Canadian Pacific Railway and the Grand Trunk Pacific?

Mr. HORNING: We can give you the gross receipts at the head of the lake by the railways.

Hon. Mr. WATSON: I do not think we have the information that we require. I think these items should be given in wheat, oats and barley.

THE SENATE,

COMMITTEE ROOM No. 368,

April 27, 1921.

The Committee met at 10.30 a.m.

Mr. THOMAS HARLING, Montreal, Que., appeared as a witness and testified as follows:—

The CHAIRMAN: Mr. Harling, this Committee was formed in accordance with the motion brought before the Senate, to inquire as to why the grain or products of the west for export were routed to the extent of about 50 per cent to American ports instead of Canadian ports; and we have asked you to come here and give some of your experiences in that line, as we understand you have been connected with the shipping and export business for the last 25 years. Would you please tell this Committee why, or how, or by what means the Canadian ports and Canadian lines could be adopted and favoured for the export of this grain.

Mr. HARLING: Mr. Chairman and gentlemen, I think it would be better to go from the commencement of my experience. I commenced my shipping experience in Liverpool as a junior in 1873. I was 10 years in business as a junior, and then went into business on my own account in 1883. From 1883 to 1895 I was in active business in Liverpool, especially as a shipping broker and steamship agent. In 1895 I came to Canada to represent Elder, Dempster Company, the very large shipping firm, who were anxious to develop Canadian business in conjunction with their other steamship interests. This firm at that time had a large fleet of steamers, employed principally in carrying cotton from the gulf ports in the southern States of America; but they had no summer trade for those vessels because the cotton export is during the winter months, whereas our navigation in the St. Lawrence is for the six summer months, and the primary motive behind their plan was to get a trade for the summer for those steamers which they were building. I had been actively connected with the Canadian trade ever since I started in business; in fact we were loading vessels to Canada as far back as 1873, when I joined as a junior; so my experience in shipping trade in Canada really commenced in 1873. Having this knowledge of the Canadian end of the business at that time, and having visited in Canada and opened an office myself in Montreal in 1890, I naturally had travelled through Canada and the United States, and had quite an intimate knowledge of the steamship business on the North Atlantic. Elder, Dempster and Company opened an office in Montreal under my