

9,000,000 more bushels of wheat by the Canadian route than through the United States.

Then, take our shipments of oats, which are sometimes forgotten. People are inclined to forget that we have more in this country than wheat. We are large shippers of oats. Last year we shipped through Canada 33,000,000 bushels.

Hon. Mr. EDWARDS: That quantity was shipped abroad, was it?

Hon. Mr. RICHARDSON: Yes, 33,000,000 bushels; and through American channels we shipped only 17,000,000. Further, we shipped 12,000,000 bushels of oats by rail. A considerable quantity is used for domestic purposes in Ontario and Quebec.

Hon. Mr. DOMVILLE: For porridge.

Hon. Mr. RICHARDSON: Again, we shipped from the West last year, by water 4,500,000 bushels of barley; we shipped 3,500,000 bushels to Buffalo, and three-quarters of a million bushels by rail in Canada. So honourable gentlemen will see that it is a mistake to think that Buffalo is taking more trade than we are giving to our own ports. In 1914 and 1915 the situation was different, because we had a tremendous crop and our towns were not able to take care of it. Last year we shipped as much of the crop by our own channels as by the United States route, but unfortunately we could not ship more, because we did not have more space in which to carry it.

Then, it must be remembered that conditions are not normal to-day. A great many of our Canadian boats were built for the St. Lawrence and the Welland canal trade. They are small draft boats, carrying 2,200 or 2,300 tons. The owners of these boats at the outbreak of the war found it more advantageous to send them on the ocean than to have them remain on the lakes; so this class of tonnage has gone out on the ocean. I do not think it will ever be entirely replaced, because a few years hence the trade will change. The Welland canal will be available. That will permit of deep draft vessels of 21 or 22 feet to continue eastward, and will revolutionize the trade, providing the ports of Montreal and Quebec can take care of the grain which will be shipped there.

Hon. Mr. CROSBY: Do not forget Halifax and St. John.

Hon. Mr. RICHARDSON: They will be used in the winter time only—never in summer time. They cannot take care of the

Hon. Mr. RICHARDSON.

grain during the season of navigation. Even when the new Erie canal—which is supposed to cheapen the rate via Buffalo by two cents a bushel—is completed, there will be no route which can compete with the new Welland canal. That is the only way in which our grain trade can be saved to this country.

Hon. W. B. ROSS: Why?

Hon. Mr. RICHARDSON: I will tell you why in a moment. Buffalo and Port Colborne are at equal distances from the West, both at the foot of lake Erie. It takes a large steamer, say a 10,000-ton steamer, 11 days to load, unload, and make the round trip from the head of lake Superior to the port of Buffalo and back. If the steamer proceeds, say to Kingston, at the end of lake Ontario, the end of deep water navigation, it takes her 24 or 25 hours longer, and the return trip the same time; say an additional two days, or two and a half are required. The ordinary rate to Buffalo in summer time is from 1½ to 2 cents a bushel. The rate to Kingston is only two-elevenths more because it takes only two-elevenths of the time to make the additional trip. The freight from Buffalo to New York would be at least 3½ cents, and it is often 5½. The freight from Kingston to Montreal is 1½ or 2c. That is a saving of a couple of cents a bushel; but the war has put public works back, and it will be ten years before this condition obtains. Then, there are other things, such as free ports and boats getting into port without much pilotage. There are two classes of boats being used in the grain trade: one is the line steamer and the other is the tramp. The agents for the line steamer are located in Montreal or New York as the case may be. The shipper's agent goes to that man and says, "What have you to offer to-day?" The ship agent says, "Oh, I can give you ten loads for next month." That means ten lots of 8,000 bushels each. The term "load" is taken from the old Erie canal barges each of which carried 8,000 bushels. The rate on grain is not so profitable to the line agent as the rate on package freight, such as cheese, butter, hogs; but, as he does not know that he is going to get enough package freight to load his steamers, he is going to make sure that he gets a load of some kind. He has a boat a week. If he finds that he has a load of package freight the first week he does not take your grain. He may wait until the second, the third, or even the fourth week before he will take it; therefore you have to get the tramp steamers in. In the past the cap-