

it could, because they had no lake port on this side; now it is the intention of the Government to have the railways control that Canadian Northern trade as far as they can by shipping it first to Depot Harbour, which is one of their ports, and to Midland, and to Tiffin, which is practically Midland; now can you suggest any means the Government could devise to try and carry the bulk of all that trade through to Montreal by those Georgian Bay ports until Montreal port closed, and then carry it to Portland for the winter, and then with their Government ships carry it where it could find a market?—A. If you will take this year as an example, the Canadian Government have now got 40 or 50 steamers available.

Q. A serious matter?—A. A serious matter. Those steamers are coming in and taking the place of tramp steamers, and they are loading in Montreal, and you will have so much more tonnage available, and the 8-000-ton steamers of the Government could be employed in Canadian trade exclusively. I say 8,000 tons because the smaller ones are not much good for cross-Atlantic business, and they have to find their trade somewhere else. They are bringing those steamers to Montreal for grain, and you will have that additional quantity of tonnage, apart from any tramp steamers that will come. They are an addition in that way, but you cannot bring your grain to Montreal after the end of October, for practical purposes. One of the principal reasons why the grain goes to Buffalo is because we close in November, and by shipping it to Buffalo it is distributed through the American ports and is shipped all the year round, at least all the nine months.

Q. You say you close in Montreal about 27th of November, but cannot they carry grain from the lake ports to Montreal, say, till the 20th November, and then have ships placed to take it out by the 27th?—A. The grain had got to leave Fort William by the end of October to reach the steamers in time to sail by the 20th November, and it always slacks off after the 1st of November, because each line may have one or two sailings in November, if they have the trade, but the sailings are always less in November than in October, so for practical purposes we have to stop the shipment of grain to Montreal after the 31st of October.

*By Hon. Mr. Webster:*

Q. I think you said that the Harbour of Quebec could be kept open for a month later?—A. Yes, but if you bring your grain down by water to Quebec, the condition is that you can ship it down to Quebec by water probably for a week or two later. If you take it down by rail you can ship it down to the end of November, and get a full month or probably five or six weeks more by rail.

*By Hon. Mr. Bennett:*

Q. I did not just catch that?—A. I said that the export of grain by water from Fort William to Montreal for practical purposes closes about the 31st of October, but it has dribbled down a few weeks after that, and it finally closes in Fort William about the 6th of December, but the bulk of the grain they ship after the 1st November goes to Buffalo, because the port of Montreal is practically closed, or is closed absolutely by the end of November. If that same grain were shipped to Quebec from Winnipeg it could be shipped up to the middle of December, and you would have six weeks longer navigation but the shipper of grain does not want to send his grain to Montreal, because he knows that that port is going to be closed, and he does not want to have any surplus grain in the elevator, so of course it is rather difficult to get what we call "spot" grain unless the man brings the grain down. Of course, in recent years they are bringing it down and leaving it in the elevator, and if it is not shipped from Montreal they can ship it to St. John or Portland.

*By Hon. Mr. Tessier:*

Q. It would be well if it could be arranged to ship it to Quebec?—A. They could certainly ship for six weeks longer if they shipped to Quebec, and that is the time