

HON. MR. CASGRAIN: Or when the price suits them?

MR. HARLING: Or when the rate of freight is better for grain than it is for ore. So that you have not a regular supply of tonnage that is exclusively engaged in the carrying of grain on the great lakes.

HON. MR. BENNETT: What proportion of the grain that came last year, in round numbers 54,000,000, came down to Montreal by the canal in unbroken bulk?

MR. HARLING: I don't think 25 per cent. I believe 75 per cent of the grain that came for export last year came by rail from the lake ports, and only about 25 per cent by all water route.

HON. MR. CASGRAIN: That would be Port McNichol?

MR. HARLING: Port McNichol, Goderich, Midland, and Depot Harbour.

HON. MR. WEBSTER: What was the rate last year. Fort William to Montreal?

MR. HARLING: I am not very well acquainted with that, and cannot speak from actual knowledge of the rates last year, as I was not interested in that business, but I think it was somewhere about 11 cents to 12 cents, Fort William to Montreal.

HON. MR. WEBSTER: Have you the rates this year?

MR. HARLING: I believe the rates are pending. They expect to be about the same rates, probably 10 cents to 11 cents. It might be a cent cheaper; but I don't expect any considerable reduction in that rate, because there are not a very large number of lake steamers available. There are some steamers going back into the lakes now, but not a sufficient quantity to justify a very considerable reduction.

HON. MR. WEBSTER: The competition by water will not be so keen this year?

MR. HARLING: They can get all the business they want, and shippers are getting all the steamers they want to carry grain and will probably have 50 per cent available to carry if we do the same export as last year.

HON. MR. WEBSTER: That rate of 10 or 11 cents will be all-water or all-rail?

MR. HARLING: Sometimes when they have a favourable rate of freight they carry it all-rail.

HON. MR. WEBSTER: It is transhipped at Port Colborne; it can be all-rail or all-water shipment, but there is no water shipment from Fort William?

MR. HARLING: Yes; they don't carry the grain round the north shore of Lake Superior from Fort William to Montreal in large quantities; they carry it to Depot Harbour or Port McNichol, and then bring it down from Port McNichol to Montreal. It is what we call a lake-and-rail basis.

HON. MR. WEBSTER: The Canada Steamship Company will give you a rate from Fort William down, or the Canadian Pacific Railway will give you a rate from Fort William down.

MR. HARLING: Yes, either of them will give you a rate, but I don't think the Canadian Pacific Railway would elect to carry it all-rail. It is lake-and-rail versus all-water.

HON. MR. WILLOUGHBY: You say that perhaps 25 per cent went by all-water and the other 75 per cent by rail-and-water; would the rates be the same?

MR. HARLING: The rates have to be the same. You see, it is a competitive rate; the rate is based on the cheapest, which is the water route, and the railway, in order to obtain that cargo, must meet it.