



IS TOO LOW A RATE FOR CARRYING GRAIN FROM FORT WILLIAM.

Will Not Be When the Welland Canal is Deepened and Vessels Can Carry Hundreds of Thousands of Bushels—The Shipping Problem.

H. W. Richardson, the head of the grain firm of James Richardson & Sons, was shown the charges made in a recent issue of the Montreal Herald which alleged that a grain combine was working against the interest of Canada and Montreal, and connecting with it charges made against the Dominion Marine Association of fixing arbitrary rates, and was asked his opinion. Mr. Richardson at once became retrospective and recalled the formation of the association, years ago, with the object of protecting Canadian marine.

"At that time," said Mr. Richardson, "the Canadian marine was small in character, the number of steamers owned by Canadians were very few, and the grain that arrived by these steamers, at Montreal, amounted to very little.

"There were tolls on the Welland canal of about three-eighths cent per bushel. This had the effect of stopping grain at Buffalo or the Georgian Bay ports, and the association was formed to encourage Canadians to build ships for the great lakes, to get the government to take the tolls off the Welland, also to get the government to modify and change a great many of the restrictions that were imposed on the association.

"The government listened to its request, and granted about all it asked for. Since then the Canadian marine has grown steadily. To-day there is probably four times the tonnage that there was when organization occurred, showing that the association certainly did for the interest of the marine of Canada. No doubt, taking of the tolls from the St. Lawrence canal had a good deal to do with the increased tonnage that came through to Montreal.

"The first paragraph in the Herald's article," went on Mr. Richardson, "questioned if three and a half cents per bushel to Montreal in 1900 were profitable, why should they have paid seven cents in succeeding years? The fact is three and a half cents per bushel to Montreal is not a profitable rate. No one would think of building ships to carry grain to Montreal at this and a half cents from Fort William and carrying a maximum cargo of 75,000 bushels. If the canal were deepened and enlarged as it should be to deep water draught, to allow steamers to come through that carry 350,000 to 400,000 bushels, then the rate to Montreal would never likely be over three and a half cents per bushel, and it would not be possible to advance the rate to seven cents per bushel, or to eight and a half cents, which has been paid in exceptional cases.

"In regard to grain going to Buffalo," said the shipper, "a great deal goes in December, or very late in November, when the port of Montreal is closed, and when the Georgian Bay elevators are full, when the Canadian tonnage is all taken up to winter grain in, for many steamers carry their cargoes alongside the Georgian Bay elevators, until well on in the spring, acting as warehouses. It would not pay Georgian Bay to build elevators that would accommodate this grain for the few weeks that it would be in store. Then there comes in a lot of American tonnage that carries iron ore during the summer season and into late in the fall, until the ore chutes freeze up. This tonnage comes on the market at the end of the season and takes whatever rate is offered, consequently a large quantity of the grain shipped during the last week in November and the first ten or twelve days in December, goes to Buffalo and is held there by these steamers free of any storage charge or any heavy burden of fire insurance. Freight is taken for it from the ports of New York or Boston, and it is shipped out during the winter months.

"Regarding shipping grain to Buffalo during the summer months, the steamer that goes to Buffalo, takes a cargo of coal back from Lake Erie, and if she went to Tiffin or Depot Harbor, or any of the Georgian Bay ports, would necessitate her either going back light to Fort William, or going down to Lake Erie light to get this cargo of coal, therefore, it is not unreasonable to suppose that a steamer would carry cheaper to Buffalo than she would to the bay ports.

"The rate to Montreal made by the boats is generally based on the Georgian Bay rate plus the railroad rate, or, in other words, the steamers figure on getting as much to Montreal, for the through trip, via the St. Lawrence, as the grain would cost the shipper if he placed the grain in Georgian Bay ports, and shipped by rail."

"There is no doubt, but at times the rate has been modified by the railroads, owing to the Canadian steamers being willing to carry for less than the Georgian Bay rate, and 'the At and East rail rate.' A year ago this spring, I think, the rate was reduced by the railroads owing to this competition, and quite a saving made on the shipping of grain to Montreal.

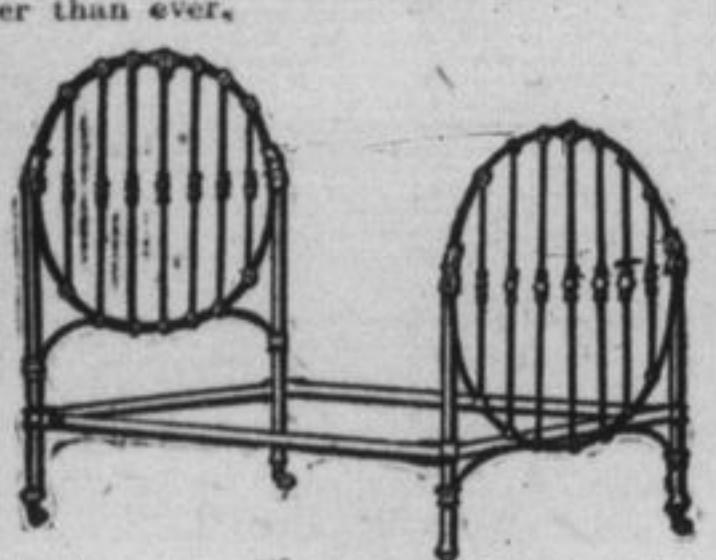
"You will notice from the above that a lot of grain that goes to Buffalo is for winter storage. Why? Because New York is one of the best shipping points on the continent. There are more ports available from New York than from any other port.

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IS TOO LOW A RATE

that shippers use for exporting and in consequence, the shipper has more opportunity for selling his grain in Europe, by having it in Buffalo than he would by having it at Georgian Bay ports.

"The western trade is growing and will increase very fast, in the years to come. The Canadian marine should grow with it, but this will only be possible by the deepening and enlarging of the Welland canal, the quickest, most direct and the cheapest way to do on this continent, for taking the produce of the west to the ports of Europe.

"This not only applies to Canadian grain, but applies to American grain as well, and when this canal is deepened and enlarged so that the big steamer of the upper lakes can proceed on her voyage and discharge her cargo at the foot of Lake Ontario, or anywhere above the rapids in the St. Lawrence, the port of Montreal will receive the great portion of the summer traffic that now goes to Buffalo, but American grain as well.

"The Georgian Bay canal route will never take the place of this route. The time transporting the grain will be greater, and then there is no up-charge for the large steamer even provided she gets to Montreal. She will have to leave the Georgian Bay entrance of the canal and proceed through Lake Huron down to Lake Erie to load a cargo of coal to make up freight, but coming through the great lakes and discharging her cargo at Kingston or Prescott, she takes her up-freight on her way back, and will save at least three days, a tax profit alone on the trip.

"Montreal is improving its facilities for handling grain from the lakes," concludes Mr. Richardson. "Its transfer elevators are getting now so that cargoes can be moved without the floating charges that have been so burdensome in the past, and when the port gets equipped so that grain will be transferred from lake steamers directly to the ocean steamers, without any extra lightering charge, it will do more than anything in the past has done to facilitate the trade of the matter, and Ald. Free was of the same opinion.

On motion of Ald. Free, the engineer was instructed to write the local architects in reference to the reconstruction of the dome, and general repairs to the city hall, asking that figures of cost be submitted for the plans, specifications and the superintending of the work and fees charged for the same.

The chairman remarked that there would be a few days delay in the work, but it would be necessary to have all this information so that the committee would know their position.

Several tenders were received for the supply of coal and wood for the city, and the lowest tender was accepted, P. Walsh for coal, at \$6.72 per ton, and wood from R. Crawford, at \$6.80 per four foot, and \$7 per cord.

Last year P. Walsh was awarded the contract for the coal at \$6.83, and Frederick Whittey supplied the wood at \$6.90.

Capt. John Donnelly stated that the vessel was in good shape, and was not taking any water. The steamer Donnelly will go out to the scene later in the day. It is expected that the vessel will be released without any serious damage.

The steamer Donnelly, with the barge

Grantham, left for the scene, early yesterday afternoon, and fine weather favored the work till midnight, when the rain came down in torrents. Work was continued, however, but about four o'clock this morning the sea was so high that it was found impossible to go on.

A large section of marsh has drifted down the Cataraqui, and lodged on some partly sunken piers, post out from the cotton mill wharf.

It forms quite an island, and adds a touch of picturesqueness to the surrounding scenery.

B. A. Hotel Arrivals.

W. L. Dyer, Ottis Older, Mrs. Dunne, Miss Gelsdener, Mr. Rafferty, Mr. Gelsdener, C. S. F. Grayson, E. W. Grayson, New York; John W. Hopkins and wife, Buffalo; E. V. R. Fitzgerald, Ogdensburg, N.Y.; Mrs. F. R. Bingham, P. B. Mahoney, A. N. S. Parker, R. A. O'Dell, Scott Smith, Thomas Blairie, James J. Austin, Montreal; Samuel Myer, J. A. Shieff, Ottawa; Cadman Crabbill and wife, South Bend, Ind.; Joseph S. Clarke, Philadelphia, Pa.; Blodgett, Goldie Andrews, M. O. Delphine and son, Syracuse, N.Y.; Mrs. F. R. B. Mahoney, A. N. S. Parker, R. A. O'Dell, Scott Smith, Thomas Blairie, James J. Austin, Montreal; Samuel Myer, J. A. Shieff, Ottawa; Cadman Crabbill and wife, South Bend, Ind.; Joseph S. Clarke, Philadelphia, Pa.; Blodgett, Goldie Andrews, M. O. Delphine and son, Syracuse, N.Y.; Mrs. F. R. B. Mahoney, A. N. S. Parker, R. A. O'Dell, Scott Smith, Thomas Blairie, James J. Austin, Montreal; Samuel Myer, J. A. Shieff, Ottawa; Cadman Crabbill and wife, South Bend, Ind.; Joseph S. 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