

mon carriers would he advocate treating country elevators in the same way?

Mr. STEVENS: I am not prepared to say. However, I do think that a careful study should be given to that point. I want it clearly understood that I am not now seeking to lay down in dogmatic fashion any definite proposals. I am merely citing problems that I think ought to be carefully studied.

Mr. BEAUBIEN: There is no doubt that the committee on Agriculture will take a great deal of interest in what the hon. gentleman is saying, and my reason for asking the question is to see whether he could advance some definite proposition.

Mr. STEVENS: Of course the trouble is this: There are so many country elevators—some belonging to flour mills, some belonging to privately owned terminal elevators, and so on. The terminal elevator is supposed to be entirely separate from the country elevator, I say that advisedly, so it would be difficult to fix definitely upon a principle of that kind with regard to country elevators.

Mr. WARNER: Is it not a delicate matter on account of these elevators also buying and shipping grain for other parties and having different kinds of grain in their possession?

Mr. STEVENS: That is exactly what I mean. It is a delicate matter; I do not think the principle could be applied arbitrarily to the country elevator.

Another point in connection with grading and inspection is this. A considerable difference has been noticed in the fixing of the grades by different inspectors. Some method ought to be devised if possible, or the present method so revamped, as to bring about a more uniform system of inspection, of grading, throughout the country. That, I think, is very necessary; I have received recently some very serious complaints regarding this inspection on the westward route in comparison with the eastward. In fact I think it was the mayor of Edmonton who made very serious charges in that line. This act should be of a character that would make impossible, as far as it is humanly possible to do so, any difference in that way.

Mr. SALES: Would the hon. member explain how he would amend the grading to accomplish what he has just described?

Mr. STEVENS: No, I do not claim to be competent to do that. I do claim some knowledge of the Grain Act, and I claim that one can study this business and probably get an intelligent grasp of it; but when it comes [Mr. Beaubien.]

down to the technique of actually fixing a grade of wheat, I do not for a moment claim to be qualified to do it, and indeed, I think it is a qualification that perhaps is not held very generally.

Mr. BROWN: Does the hon. member not think that if there had been that difference in inspection as between the two different places, that might almost naturally result from the human element that almost always enters into the matter of the grading of grain, and that no matter what regulations we might make we would be up against that proposition?

Mr. STEVENS: I said that as far as humanly possible we might amend the regulations to be applied as I have suggested; and you cannot go further than that, so long as we are on this terrestrial globe. Then there is the question of marketing, a very wide and important subject. The amendments are supposed to deal with that matter, and it is rather unfortunate that we have not before us some intimation of the general direction that this act is intended to take upon these major subjects. I offer these observations entirely in the dark as to what the act itself contains, but hoping that when the act is brought back to this House these major subjects, and others arising in connection with them shall receive the consideration they merit.

Mr. KNOX: I should like to have the hon. gentleman go a little further. I am sure we are very much interested in his remarks. An observation was made by the minister a few moments ago in regard to cars which had been consigned by producers going through to the elevator to which they are consigned. I should like to have the hon. member deal with that a little further, because it looks to me as if that may have the effect of overcoming the difficulty that is brought about by millers having the right to select and switch cars to other places than those to which they were consigned. I ask the hon. gentleman this question because he is not a member of the committee on Agriculture and we want to have his assistance in this matter.

Mr. STEVENS: I think the hon. member for Prince Albert (Mr. Knox) has invited a little further discussion of this subject, rather than an answer to a definite question. Personally I do not wish to offer any dogmatic opinion, but I do hold very strongly to this principle—and I think if the hon. member will keep a few of the main principles in mind it