

transportation we have should be first utilized for our own people, and that no foreign country should be permitted to take advantage of them to the exclusion of Canadian wheat growers and transporters. Of course, I am only giving you rumours, Mr. Chairman, but if such has been the case I hope it will not be permitted to occur a second time.

Mr. MANION: The hon. gentleman is wrong in thinking that the elevators at the head of the Lakes were so used. Some elevators down on the Georgian Bay ports had American wheat in them, and there was a certain amount of blockade on that account. It really amounts to the same thing as the hon. member speaks of, but I just wish to make that correction.

Mr. McKENZIE: If the elevators were outside the control of the Government, I do not blame the Government. But I am referring to any facilities we have in Canada; our first duty should be to ourselves, and those facilities should not be permitted to get into foreign hands.

Mr. A. K. MACLEAN: Of course, the Government last year could control the movement of grain in or out of all elevators, whether owned by the Government or by private individuals. It is quite true that last autumn some American wheat did come into the elevators on the Georgian Bay ports, but none went into the elevators in the Prairie Provinces or at Port Arthur or Fort William. My recollection is that about 10,000,000 bushels of American grain came into the Georgian Bay elevators, and some people were apprehensive that it would react to the detriment of Canadian interests. However, as it happened, it did not injure our interests and has not caused any delay in the export of our wheat. At the present time the wheat crop of last year has been almost wholly exported either in the form of wheat or flour; in fact, there is hardly enough wheat left in the country for milling and seeding purposes, plus whatever the Wheat Export Company want. They feel they were rather oversold. I might say that recently permission has been given for the use of our elevators and railways for the carriage of American grain in transit to Atlantic seaboard ports for export, but we will only allow this for the next two months, July and August, and whenever any American grain gets into a Canadian elevator it will be only upon the understanding that the owners have shipping space for that wheat when it leaves the elevator and gets to an Atlantic seaboard

[Mr. McKenzie.]

port. If we have a large crop of wheat this year in the Canadian Northwest, as appears probable, our elevator storage capacity will be taxed to the utmost to carry our own wheat over during the winter.

To provide for the construction, acquisition, leasing or expropriation of terminal elevators, \$30,000.

Mr. J. H. SINCLAIR: Are any new elevators under construction?

Mr. A. K. MACLEAN: No. It is rather an emergency vote we are asking for in the event of there being an unforeseen necessity of constructing some buildings in connection with our elevator system.

Mr. J. H. SINCLAIR: There have been no demands for elevators this year?

Mr. A. K. MACLEAN: I know of only two demands for elevators this year, one from Ontario, and one from Alberta. No definite decision has been reached by the Government as to whether those demands will be met.

Dominion Bureau of Statistics, \$125,000.

Mr. CAHILL: Why the increase?

Mr. A. K. MACLEAN: It is due to the development of this particular Bureau. Arrangements have been made to acquire a much wider, and I hope, more useful range of statistics. The Bureau of Statistics is working closely in co-operation with the provinces in relation to certain statistics, and is also embarking upon a wider field of statistical work, necessitating a bigger staff to cope with the additional work.

Mr. J. H. SINCLAIR: Will a census be taken next year?

Mr. A. K. MACLEAN: I do not think so, but in 1921.

Mr. CAHILL: Has the Department of Railway Statistics been taken over by the Statistics Bureau?

Mr. A. K. MACLEAN: Practically, although there has been no formal transfer yet. As soon as the Railway Bill passes Parliament there will be a formal transfer. The Bureau of Statistics is making preparations for taking over the work, and, in fact, has commenced to do so. When the transfer is completed the railway statistics staff will be taken over there.

Mr. CAHILL: The Minister of Railways and Canals has a Bill on the Order Paper which he intends to bring forward if the general Railway Bill does not pass this session; that is, the Bill pertaining to the