

situation might possibly be explained in part at least by the fact that the cargoes from Fort William are transhipped further east into ocean-going vessels. I imagine however that with this variation in the percentages of Garnet in 2 Northern ex Fort William you would be altogether likely to find pronounced spreads in the cargoes as they arrive overseas. I may be wrong, but I would hardly imagine that this line (indicating) would smoothen out a great deal. As a matter of fact, the samples collected from the 1930 crop were collected from cargoes arriving at Liverpool and there we found about the same fluctuations as previously explained. Incidentally, we find about the same fluctuations in 3 Northern—that is the fluctuations in 3 Northern out of Atlantic ports in respect of Garnet content, are much more pronounced than are the 3 Northern fluctuations out of Pacific ports.

What lesson can we take from these charts? We have been told that there has been practically no complaints regarding our 2 Northern wheat leaving Atlantic ports, and yet we find actually that we have over 60 per cent of Garnet in some cargoes with an average of 34 per cent. There is a much lower average, it is true, than that found in the Vancouver shipments but nevertheless we ship an appreciable amount in some cargoes and these show great fluctuations. Is it safe to conclude from this that the Old Country buyer is prepared to accept without complaint this 2 Northern wheat from Atlantic ports which contains up to 60 per cent of Garnet? If we are not prepared to do this we must conclude that he is not objecting very seriously to these fluctuations.

As mentioned before, our data covers the three crop years, 1930, 1931 and 1932. The samples submitted by Mr. J. D. Fraser, Chief Grain Inspector, from the 1933 crop are now in the ground. We will have data on them in due time; but there is no reason to believe the percentages will be appreciably changed. So we find that for four crop years we have been sending over 2 Northern wheat from Atlantic as well as Pacific ports, containing a great deal of Garnet, and one cannot help but think that if this wheat were very objectionable we would have had many more complaints than have been received. We actually have had a negligible number of complaints considering the large number of people who handle our wheat. I venture to say furthermore, that if we were to compare the number of complaints received during the past four years with those received in pre Garnet days that the former would compare very favourably. As a matter of fact, I am of the opinion that our 2 Northern to-day, as shipped from the north, is of a better quality than it was before Garnet came on the scene, because of the fact that this variety has practically wiped out large numbers of varieties which were really of poor quality.

I also have some data on 55 cargoes of number 1, 29 cargoes of number 2, 4 cargoes of number 3 and 6 cargoes of number 4 shipped to a certain Old Country milling concern from the 1932 crop, a concern with which we have been co-operating to quite an extent. I have people following these cargoes through, watching them very carefully, collecting samples and sending them to us for growing tests. In the case of these cargoes we find that the number 1 averaged only 3 per cent of Garnet—that was out of Vancouver.

Mr. DONNELLY: How many shiploads?

The WITNESS: Fifty-five.

Hon. Mr. MOTHERWELL: What year was that?

The WITNESS: The 1932 crop.

Speaking of number 1 it is again to be commented upon that our inspection department seems to be, as Mr. Hamilton quoted the other day, remarkably efficient in keeping Garnet out of number 1. As a matter of fact, in the spread there was nothing higher than 9 per cent of Garnet in any one cargo of number 1.