

abuses now alleged of the St. Lawrence route will pass away. I know there has been very little said in the way of searching into the difficulties and perhaps the objections, and I would like to ask for a little information.

I have not been able to find out from the remarks made by the minister whether it is the policy of the government to make of the port of Vancouver a storage port or simply a transfer port. I should also like to ask what information the government has in regard to the amount of moisture that is consumed by grain passing over the Pacific route and through the Panama canal to the Old Country. I believe that a great deal of our grain that goes through Fort William in a damp condition is mixed with dry grain, and while the farmer pays for the drying, I believe that a great deal of the grain is not dried. I submit this opinion, in connection with the Pacific route. I believe that if grain is taken to the port very early in the season, and left lying there for many months before it is shipped, and passes through the Panama canal for London or Liverpool, it will be necessary to be very much more careful about the drying facilities, because a great deal of the grain that will pass readily and without much damage over the other route would not pass undamaged over the Pacific route.

Mr. STEVENS: That was thoroughly tested out on several trial trips. Scientific experts accompanied the vessels and took tests of the temperature, moisture, and everything else on the trip, and they say that there were no bad effects whatsoever.

Mr. MILLAR: I am quite well aware of that, provided the grain travels quickly to the port of Vancouver and quickly to England, but I doubt whether tests have been made of grain that has been shipped very early in the season and stored for many months before being shipped across the water. The European countries taking our grain and the grain of other countries require about twelve million bushels a week all the year round, so naturally the grain must be stored somewhere. I will not say that Calgary and Edmonton are the proper points at which to provide storage facilities. Lethbridge is mentioned by an hon. member. I think the location should be very carefully considered. Much has been said about the lack of facilities during the past season. I believe it was stated that twice the grain would have gone over that route if it had not been for the lack of facilities. I do not think I am disclosing any information I should not disclose when I say that I had a conversation with some

members of the grain commission on my way east from which I gathered that a great deal if not all of the difficulty was caused by the fact that some people had space leased and had not grain, while others had grain and no space, and each class was holding up the other. That occurred also on the eastern route last season. Men who had much space leased on the Great Lakes vessels were able to sell it at a very great advance and made considerable money thereby. So you can see that there is always a difficulty of a port being held up and a blockade being caused in that way. That being the case, I would ask if it is the intention of the government to place this port under the board of harbour commissioners or under the grain commission. During this last season, I suppose, right up to the present time, it has been under the harbour board. Is it the intention of the government to continue that?

Mr. LAPOINTE: The elevator is under the grain commission just now, and will be until 1st August next, when it will pass under the management of the harbour commission.

Mr. MILLAR: Let me add that the blockade to which I have referred was broken up by the grain commission taking active steps and using authority and powers that the harbour board would not have. That is one argument for placing it under the grain commission.

There is also the matter of freight rates. I believe that at the present time the freight rate is fixed on the high grade of the Canadian Pacific, while on the Canadian National the grade, I understand, is better westward than eastward. I hope the time will come when the rates from the west will be lowered. I believe that one of the reasons why there has been such an advantage in sending grain westward this season is because of the rates eastward, and that has been caused by a blockade at Montreal. I think the government should look into this matter, and I should like to know whether the blockade at Montreal this past season was caused by the fact that the harbour board had control. Has it been caused by some people leasing storage who did not have grain? These are matters that should be considered when we are deciding whether it should be under the grain commission or the harbour board. Then again, the rates on grain going eastward this past season have been very, very high. An hon. member a few minutes ago, I think, gave the rate as twenty cents to Montreal. Now I have in my room a statement giving