

now being paid to elevator companies would be retained by the farmers who held their wheat on the farm. Of course no one would suggest that they could hold all of it, but if they could hold one-third or one-quarter it would effect a great saving.

On February 9, during the campaign I received a report from the bureau of statistics. I had written asking them respecting the amount of wheat then in storage and being carried by the government, and on February 9 I received a report that the Canadian visible wheat in store at interior and terminal elevators amounted to 332,000,000 bushels. It was stated also that the storage charges amounted to \$110,700 a day. On that basis it works out at \$3,332,000 a month or about \$40,000,000 a year. There may not be that amount of wheat in store for a year, but we know there will be nearly that much. That is three and a half times the amount of the bonus which will be paid to the farmers in crop failure or partial crop failure areas throughout the west.

If the farmer were paid the one cent per month per bushel that the elevator companies are paid, even though he held only one quarter of his wheat in store, it would mean a tremendous advantage to him. The saving to the government would not be very much because they would be paying to the farmer the one cent which they now pay to the elevator companies, but there would be a saving on the 70 cents a bushel invested in the wheat the minute it is delivered to the board or to the elevator company. That is, if the wheat were not delivered until December or January or February, there would be an interest saving for that time on the 70 cents. That saving would be considerable.

I have another complaint to make against the board. They made an agreement with the members of the grain exchange that storage charges would start on the day the wheat was delivered to the elevator in the country, or at least on the following day. These charges start the moment the board in Winnipeg receives the duplicate ticket as issued by the grain company. The storage starts just as soon as that ticket is registered in the office of the board. Those hon. members who are not familiar with the grain business may not know just what is involved in that. Under the Canada Grain Act the farmer is entitled to fifteen days' free storage after his wheat is delivered to the interior elevator. He can allow it to remain free in the elevator for fifteen days, after which time he must give instructions that it be shipped out or agree to pay storage. The time of transit to Winnipeg is seventeen days on the average. I think

it runs twelve days from Manitoba, seventeen from Saskatchewan and twenty-two from Alberta, but the average is seventeen days. This means that the wheat is in box cars for seventeen days. Under the Canada Grain Act the farmer is entitled to ten days' free storage at Fort William. Under this agreement storage is actually being paid for the time the grain is in box cars. This is something that was never heard of before under any government or at any time. Fifteen and 17 and 10 amount to 42. At a thirtieth of a cent a day, this mean that the companies receive at least a cent and a third per bushel for what should ordinarily be free storage. When one considers that 330,000,000 bushels are involved, he will see what a nice gift these fellows in Winnipeg have been given. I protest vigorously against that arrangement.

I have another complaint to make with respect to the service charge of four cents a bushel which is allowed the grain men by the board. The first charge by the elevator company is 1½ cents a bushel, and then there is the ordinary commission of one cent a bushel. They may be entitled to the 1½ cents a bushel, but what do they do for the other commission of one cent? About all they do is to hand the wheat over to the board. They should not be allowed more than two cents at the most. This would mean they would receive the 1½ cents a bushel elevator fee and a trifle more for looking after the papers and delivering them. There is no reason why they should receive any more because they do not even find a purchaser or make a sale.

Mr. CRERAR: That is for the wheat the elevator companies purchase outright for cash.

Mr. PERLEY: That is for the wheat which they take into their elevators and hold for the board. They receive this four cent service charge, which is an absolute misnomer.

Mr. CRERAR: Are they not responsible for weights and grades?

Mr. PERLEY: Yes, they are, but the 1½ cent fee covers that. The wheat policy of this government is in a hopeless mess. There has been no real report made since 1936. No one knows just what is the position of the wheat board or just what finally happened with respect to the 1938 crop. The Minister of Finance in his budget speech gave us some indication of what the loss might be, but no report has been made from which one can intelligently discover the exact position of the government and the board with respect to the 1938 and 1939 crops.

An advisory committee should be set up at once. If we had such a committee we would