

for any year during the last ten or twelve years that without a single exception the overages in all the terminal elevators occur in the top grades, No. 1 and No. 2. Now, how is it done? It is well known to a great many I think who have given it study; it is a simple process. In the fixing of the contract grades of grain, there is a margin between the maximum and the minimum of those grades. For instance, we will take No. 1 grade. It is possible to take say two carloads, one near the maximum of No. 1 grade and the other simply No. 2 grade, and to mix those two carloads and still produce at the elevator two carloads of No. 1 grade. That is constantly done; there is no question about it whatever, and the elevator at the end of the year will find itself short of the lower grades, because it will always grade up, and it will find itself over on the upper grades. An examination of the annual weigh-up and of the annual returns of the grain commission upon any terminal elevator will show the correctness of what I am stating. It is almost as regular as the sunrise that the overage will occur in the higher grades, and if there are any shortages, they will be in the lower grades.

Mr. SALES: Does the hon. member include public terminals, as well as private, in that statement?

Mr. STEVENS: Yes, certainly. I am treading on dangerous ground, I know, in the eyes of some, but I want to say this: I think a public terminal elevator—we will use the term "terminal elevator", an elevator that is used for the handling of other people's goods; I am not talking now of the private elevator belonging to a flour mill or something of that kind—I think as a matter of right a terminal elevator should not be allowed to make any overages at all. I argued this in 1919, and I want to say to my hon. friends to my left that had it not been for their representatives who were then in the House—

Mr. KELLNER: We did not have any then.

Mr. STEVENS: Here is one (Mr. Knox) staring me right in the face. You had about nine or ten representatives including your late leader, the hon. member for Marquette (Mr. Crerar) who though, well, somewhat regularly absent is an honoured member of this chamber, also Mr. J. F. Reid, formerly the member for Mackenzie, also Mr. Maharg, Mr. Levi Thomson, and one or two others. I am not saying this in any spirit of recrimination

at all; I am merely citing a fact. I took the stand then that there should not be allowed any overages, but these gentlemen took the stand that an overage should be allowed, and the result was that the present act was amended in 1919. Mr. A. K. Maclean, now Mr. Justice Maclean of the Exchequer Court, was Acting Minister of Trade and Commerce at the time, and he accepted the advice of the hon. gentlemen to whom I have referred, and the act was accordingly framed to permit terminal elevators to create an overage of one-quarter of one per cent. That may seem a very small amount, but if a railway company, for instance, were allowed to extract from the cars that pass along its lines one-quarter of one per cent of the grain it hauls, it would have a mighty nice revenue at the end of the year. My argument is this, and I submit it in all earnestness and seriousness, that a terminal elevator is a common carrier, just like a railway; it acts the same as a common carrier; it is the liaison between the railway and the water, and passes the grain from the railway into the ship; it is really a part of the carrying system of grain; I look upon a terminal elevator as a common carrier, with no more right to exact from its earnings a portion of the commodity it handles than has a railway or a steamship.

Mr. SALES: Or to mix it.

Mr. STEVENS: I will come to mixing in a minute. I say they have no right whatever to extract any portion of the goods they are handling in trust for other people.

Mr. KNOX: Is the hon. member not somewhat confused in his references to overages and mixing?

Mr. STEVENS: Not at all; I think I understand this. I do not want to be dogmatic.

Mr. KNOX: I admit the hon. member knows a good deal of the grain trade for a man not interested in the raising of grain.

Mr. STEVENS: That is a nice little touch but I am interested in the raising of grain as a matter of fact.

Mr. MORRISON: What would the hon. member recommend doing when the elevator has a shortage? One-quarter of one per cent is a pretty small overage, and if you can find sufficient weighmen throughout the country to weigh as closely as that, you would be a pretty able man.

Mr. STEVENS: I will come to that; it is part of the argument. But I want to establish this first: As a matter of right no elevator