

and tons, because after one looks over the process, beginning at the point where the wheat enters the elevator, one easily sees how a mix-up can occur in the many changes made from bushels to pounds. In that regard I commend to honourable senators a statement put out by the Searle Grain Company only the other day, which throws a clear light on this matter. The changes from pounds to bushels take place hour after hour and it would appear desirable to have some common denominator of quantities of grain, but perhaps that is asking too much.

The following table—which I will give in round figures—shows the benefits received by the various provinces from the \$261 million expended by the federal Government from 1941 to 1956:

Ontario	\$ 81,000,000
Quebec	102,441,000
New Brunswick	15,578,000
Nova Scotia	22,000,000
Prince Edward Island	5,549,000
British Columbia	25,286,000

That represents considerable assistance, but when one considers that nearly 61 million tons of grain were shipped, a great proportion of which might never have been moved but for the assistance, one realizes the importance of the domestic market. We are depending perhaps too much on export markets. In my opinion a great deal more should be done to encourage our own domestic market.

Hon. Senators: Hear, hear.

Hon. Mr. Reid: That is especially important when in this country we can produce beef, turkeys, chickens and pigs in ample quantities if we can get the grain or mill feed cheap enough.

May I point out to the two honourable senators who oppose this freight assistance that, in the opinion of many people in British Columbia, Government control of wheat under the Wheat Board is the biggest government monopoly this country has ever seen. When we get on to the Wheat Board Bill I am going to have some very particular things to say about it and ask that the powers of the board be looked into in the light of what we believe we suffer from in the province of British Columbia.

Hon. Mr. Power: Has the honourable senator figures of the tonnage of wheat that went to the different provinces?

Hon. Mr. Reid: I am glad the honourable gentleman reminded me of that. The tonnage received by the provinces was:

Ontario	16.5 million tons
Quebec	15.5 " "
New Brunswick	1.7 " "
Nova Scotia	2.2 " "
Prince Edward Island55 " "
British Columbia	3.6 " "

To complete the picture, I may say the average assistance per province per ton is as follows:

Ontario	\$ 4.92
Quebec	6.52
New Brunswick	9.17
Nova Scotia	10.17
Prince Edward Island	10.05
British Columbia	7.00

I thought these figures would be interesting to honourable senators.

Before I forget it, I want to compliment the honourable senator from Bruce (Hon. Mr. Stambaugh), a wheat-grower from the wheat-growing province of Alberta, upon having risen to support the provision of this assistance. I would also like to assure the honourable senator from Westmorland (Hon. Mr. Taylor) that we enjoyed his speech very much, and that he does not stand alone in the views he has expressed. I do not say it boastfully, but I also had the privilege of appearing before the Board of Transport Commissioners in 1933, and of putting the case on behalf of British Columbia not only before that body but later before the Privy Council itself, though of course to no avail. I well remember that one evening, in a debate in the other place, the late Viscount Bennett, then Leader of the Opposition, reminded our former colleague Senator Gerald Grattan McGeer that a few years earlier he received a large sum of money for appearing before the board to fight a freight rates case, and that the then member for New Westminster—myself—appeared for a small remuneration in a similar capacity, but that whereas the adverse decision in his case was four to two, in mine it was four to three. No definite results were obtained in either appeal, but Viscount Bennett's remark was a very nice way of putting it.

As I have the information here, it would be well, I think, to place on record the history of the assistance given with respect to freight on western feed grains, as well as information on the freight rates charged on grain going to British Columbia from the Prairies.

Prior to 1933 the rate per 100 pounds was 41½¢ domestic and 20¢ export from Calgary or Edmonton to Vancouver or New Westminster. In 1949 the mountain differential was removed but it did not affect feed grains, because tariff 145 was less than the new basic. This tariff had come into effect in 1933 and had reduced the old rate from 41½¢ to 36½¢ per 100 pounds for domestic feed grain and millfeed. I think I can claim some little credit for tariff 145 coming into existence, for I was spending most of my time and energy then in fighting the injustice