

through there at a certain period of the season. They would be subject to prosecution if they mixed that grade and sold it out in any other way than it goes in. The customs officers of this country guard wheat from the United States carefully because otherwise they would lose the duty on it. The evidence given at the grain investigation showed quite distinctly that we are on guard all the time to see that there is no mixture of wheat going by boat to Buffalo and New York. If the hon. gentleman has any doubt about that I can quote from the report of the grain commission but I do not want to read too many harrowing documents. My hon. friend (Mr. Clark) in the two hours he spoke was at least very gentlemanly, but that is about all. I can prove absolutely from the report of the Royal Grain Commission that there is no mixing of our grain except by mistake. It is absolutely prohibited and the whole staff of custom officials of the United States are also on guard to prevent it, otherwise they would be defrauded of their duty. Therefore, wheat intended for American ports goes into bond at Buffalo and is shipped out via New York. When their wheat comes through Montreal it is not only carefully watched but it is graded by our officers. You will find that last year \$64,000 was paid by the United States government to Canada for grading her wheat in Montreal. Wheat from the United States is kept in a separate bin most assuredly. That is the whole crux of the situation in connection with the grain trade to keep these wheats separated—not only the American wheat but our wheat of different grades is separated. I do not criticize my hon. friend for his misconceptions but if he is going to be a party to the building up of a great port at Vancouver he had better get acquainted with these matters. I think myself that the most difficult man in the world to explain the grain situation to is a lawyer. I think my hon. friend from Vancouver Centre (Mr. Stevens) also made mistakes, but perhaps I have roasted him enough.

The next matter that I wish to refer to is the probable millions, according to hon. gentlemen opposite, that this contract may cost us yet. Of course, there is only a trifling difference between £275,000 per year and millions. But what are a few tens of millions anyway when it comes to exaggeration? My hon. friends might as well have made it a hundred millions when they were about it. Before this arrangement is through I will venture a guess that the estimate will be up to two or three hundred millions, and that will be modest for my hon. friend opposite.

The hon. member for Red Deer (Mr. Speakman) had two or three objections and they were very well taken. He complained that the Preston report does not indicate the profits of the combine. But how could Mr. Preston get that information in another country? If there is any way of getting it maybe we will send Preston off again. He is a pretty good hand, he is quite a Sherlock Holmes in these matters. But how was he to get the profits of this combine whose ramifications extend pretty nearly from pole to pole and throughout the seven seas. Anyway that information is held in another country. Mr. Preston is no doubt some man, but I am afraid that task would be too much for him. Let me say to the hon. member for Red Deer that it would be very difficult to find out what profits the combine make. But we all know from the condition of our pockets that they are squeezing us, and if we have not got the money they must have it.

Mr. SPEAKMAN: The hon. member for Red Deer would be quite satisfied if he learned the profits made in the Canadian trade.

Mr. MOTHERWELL: It is a different thing getting information at home; but this concern is operating in another country. I do not know that Mr. Preston could get the information unless he was equipped with judicial authority; he certainly could not get it except in a voluntary way in another country.

Then it is suggested that the Canadian merchant marine should be tried out. But we have given it a critical trial, and those who have tried the merchant marine most think the least of it. The objection is raised that most of those ships are too small for ocean traffic and too big for the canals. That is the trouble. They were made for war purposes, and the war is over as I have already indicated. Now we have to use this merchant marine for peace purposes. I think the Canadian merchant marine could be made an auxiliary to the Petersen fleet of ten ships if necessary. The offer has been made to all and sundry of Canadian ships, both the Canadian merchant marine and the Canadian Pacific.

Mr. MEIGHEN: What offer? Will the minister answer?

Mr. MOTHERWELL: The contract. My right hon. friend apparently has not awakened to the fact that we are discussing a contract. I can understand the dilemma which my hon. friend from Red Deer is in to-night. He felt the awkwardness of making the choice between this ridiculous amendment, and submitting