

ing season? And how much grain has passed through that port during the last two years?

Mr. LOW: We expect to have the elevator completed in time to handle the fall grain passing through the port. I have not before me the information regarding the quantity of grain that has passed through the port during the last two years, but certainly it could not have been very much, seeing that the old elevator was not in repair. We have no figures in connection with that matter, because the elevator was under the management of the Canadian National Railways.

Mr. GARDINER: Will the new elevator be under the control of the Canadian National Railways as well?

Mr. LOW: Yes, but as regards inspection and weighing it will be under the supervision of the Canada Grain Board.

Mr. SPENCER: Was the matter of inspection and weighing, in the case of the old elevator, under the Railways or under the Department of Trade and Commerce?

Mr. LOW: It was under the Canada Grain Board.

Mr. STEVENS: I am a little confused by the minister's answer. Item 360 provides \$475,000 for the operation and management of elevators. The minister says that includes the Halifax elevator. Then there is item 362, \$575,000, towards the construction of the Halifax elevator. The minister tells us that the new elevator is to be under the control of the National Railways. If these elevators, either old or new, are under the control of the National Railways, why are they included in these votes, and further, why should not the capital cost be included in the accounts of the National Railways?

Mr. LOW: I had the impression that the Halifax elevator when completed would be under the management of the Canadian National Railways, but that is not so; it will be under the management of the Canada Grain Board.

Mr. STEVENS: How about the present elevator at Halifax, which the minister said a moment ago was included in vote 360?

Mr. LOW: We have nothing to do with that. I understand it is under the control of the National Railways.

Mr. STEVENS: Then it is not included in this vote?

Mr. LOW: The old elevator? No.

[Mr. Evans.]

Mr. GOULD: How many elevators are included in it?

Mr. LOW: Seven in all.

Mr. FINN: It had been my hope and desire, and I think it is the hope and desire of the commercial interests of the city of Halifax, that the Halifax elevator, when completed, shall be placed under the management of the railway so far as operation is concerned. I would ask the minister not to tie himself to any policy in that respect until representations are later made to him as to whether it would be more advisable, in the interests of shipments through the port of Halifax, to have the elevator operated under the Canadian National system instead of under the Grain Board.

Mr. CHURCH: What has the minister done since last session in reference to the extension of this elevator policy so far as Ontario is concerned? During the last three sessions this matter has been before the House. Four years ago my hon. friend's predecessor promised a large and influential delegation representing the farmers of central Ontario, the United Farmers of Ontario, the Board of Trade of Toronto, the Toronto Harbour Board and others, that this matter would be given consideration. It was shown that Ontario was being sidetracked in the matter of elevator policy for the benefit of the west; and it is obvious that with the completion of the Welland canal in 1929, as is projected, we shall be millions of bushels behind in elevator capacity. As I said the other night in this House, there are twenty-eight elevators in Buffalo harbour to-day, all thriving, as you will see it stated in literature coming from Buffalo itself, as a result of the foolish policy of the government of Canada in not having an embargo on hard wheat.

If Canada had a proper grain policy, those twenty-eight elevators at Buffalo would have to move to Port Colborne and other points along the lakes. My hon. friend's predecessor promised that a survey of the need in central Ontario of a government terminal elevator would be made and that reports would be secured from the grain commission. The grain commission did find on the evidence that central Ontario was badly in need of elevator facilities to take care of the feed products of that province. My hon. friends of the Progressive party who come from Ontario should better themselves in this matter. The hon. member for Brant, who helped form a Ginger group in this House for the needs