

of the lakes, than there is between the Vancouver elevators and the Montreal elevators. I understand that at Montreal the elevators are more or less transfer elevators. That is, practically no farmer's grain is received there; whatever grain is received is transferred there for transshipment?

Mr. LOW: Yes.

Mr. SPEAKMAN: At Vancouver, however, the elevators are terminal elevators in the true sense of the term—that is they are not only used as shipping elevators but as receiving elevators for farmers' grain. At Montreal practically no mixing can be carried on; there are no mixing elevators there but simply transfer elevators. On the other hand, mixing operations can be carried on at Vancouver just as they can at the head of the lakes. I am speaking now from the point of view of the men who raise the grain, and after all they are the men who are chiefly interested in elevators, and who should have the greatest voice in their management. It seems to me that control by the Grain Commission is absolutely essential where the mixing can be carried on. I certainly concur, and concur most heartily, with the sentiments expressed by other hon. gentlemen on this side that it is vital that where proper terminal elevators are erected, where grain is received and where mixing operations may be carried on, the elevators should be under the control of a responsible body of men who are trained for the work and understand it thoroughly.

Mr. SALES: I should like to have a little further explanation from the minister. I do not want to dispute his figures at all but the figures I have quoted are taken from the general report. I find there, certain items of receipts which give a total of \$2,444,175.70. That includes grain inspection and weighing fees for which the farmers undoubtedly have to pay. It also includes the registration and cancellation of warehouse receipts and the sale of grain samples. Undoubtedly these items appertain to the farmers also. There are likewise included—license fees for terminal elevators, storage fees, miscellaneous collections, and so on. If, by some other method of bookkeeping the minister arrives at a conclusion different from that to be drawn from the figures I have presented, my contention still is that the farmer must bear the cost of these different items which go into the consolidated revenue. The minister may alter his method of bookkeeping, but I do not think in the end he will dispute the facts I have presented that from one

source and another the receipts have amounted to nearly \$4,500,000 during the last thirteen years.

Mr. CALDWELL: More than cost?

Mr. SALES: Yes, over and above the cost of operation.

Mr. SPENCER: Have the Board of Grain Commissioners anything to do with setting the freight rates on the Great Lakes and the regulation thereof?

Mr. LOW: No, the government has nothing to do with fixing the rates on the Great Lakes, but if, in the opinion of the board these rates are too high, they can step in and fix the amount. So far they have not done so.

Mr. SPENCER: Is the minister aware that the charge to-day between Canadian ports, where the distance is much shorter, is higher than the charge from the Canadian ports to American ports? In other words, where there is no competition the shippers are being held up. Wherever there is competition they are cutting the price. I quoted some figures the other day which are referred to in the Grain Growers Guide, and I believe in other papers. An editorial in the Grain Growers Guide reads as follows:

The patriotic Canadian lake shippers, who enjoy a monopoly under the coasting laws, are soaking the shipper who exports wheat through Canadian channels. Where they have a monopoly they charge 2½ cents; where they face American competition they charge 1½ cents. They charge 42 per cent higher rates on wheat by the all-Canadian route.

Could the minister give us some information in regard to these figures and let us know if they are true or not.

The CHAIRMAN: I am inclined to think the hon. member is hardly in order under this item.

Mr. SPENCER: If I am not in order I can bring it up some other time. I asked this question the other day and the minister informed me that when he brought down his estimates I would have an opportunity to ask the question.

Mr. LOW: I have no objection to the hon. member's asking the question. There are various reasons why the rates to American ports are lower. Competition is the regulating factor in all these rates but the vessels have more ore and coal to handle when going to American ports than when destined for Canadian ports, and I am told by some vessel owners that the facilities for handling grain at Buffalo and other American ports are such