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—A. Plugging is a car loaded for the purpose of deceiving the inspector. Trash will be hid in parts of the car and covered with good wheat, but the inspector will get at it.

Q. Is that carried on to any extent?—A. I could not say that it is carried on to any extent, but it is surprising how much of it there is.

Q. On more than one occasion something has been said of a shortage which appears to have occurred in the quantity of grain delivered out of a steamboat, being less than that elevated into it; how could that happen?—A. Yes, that did happen, especially three years ago there were many, many such cases, and the vessel men seemed to take it always for granted that the fault lay with Fort William. I myself met Mr. Wright, President of the Dominion Marine Association, and his secretary at Fort William. We went through all the elevators, and I showed them all the weigh scales in our system, and I asked for any suggestion as to any better way of doing it. We had all the scales thoroughly gone over by the Department of Weights and Measures. Still discrepancies occurred, until we begged of them to pay a little more attention to the discharging. It was not caused at our end. It was the unloading on the Georgian Bay side without supervision of any kind, further than the tally man from the vessel. We have now an official whose business it is to look after these complaints, and we have repeatedly sent him to Midland, Meaford, Buffalo and Goderich to investigate these complaints, and he has been remarkably successful in fixing the matter and showing them that the trouble was at the other end, so much so that for the last twelve months we have hardly ever been charged with discrepancy. If there is, they look for it at the other end. It is not very long since we sent this man to Tiffin and he found a whole draft of a thousand bushels missed in their weighing. We got a discrepancy in the same way in Buffalo, and even in Goderich. If you would like to have that man appear before you I think I can get him to come in.

*By Hon. Mr. Watson:*

Q. Does not a clearing-house help the weights?—A. No, but a clearing-house helps in this way: Since the clearing-house was instituted a vessel will load its whole cargo at one elevator and if there is anything wrong there is only one elevator to investigate, but the weighing is not done any differently.

Q. The light weights are less frequent now than they used to be?—A. They are nothing now compared to what they used to be. A few days ago I had a report from the official weighmaster at Buffalo, and that report says that the wheat arriving from Fort William that the weights were most satisfactory, more satisfactory than from any other port in America. When I say Fort William I mean Fort William and Port Arthur.

*By Hon. Mr. Young:*

Q. You speak of your scales in Fort William weighing a thousand bushels, they are practically uniform?—A. No, some of the new elevators have a much larger capacity scale, 40,000 is the smallest and it goes up to 100,000.

Q. Have you examined the equipment in the transfer elevator across the lakes?—A. No.

Q. You have no knowledge as to the scales they employ?—A. No.

Q. I understand the scales in the transfer elevators are very small?—A. I have been in the marine tower of some of these elevators at Meaford, and Midland, and Owen Sound. The marine towers in some of them are so built that they cannot have large scales. They only weigh about 300 bushels, that is certainly a drawback.

Q. There is there more opportunity for errors?—A. Yes, because they have to weigh so fast.

*By the Chairman:*

Q. What proportion of the grain of the Northwest is held by the farmers, after it has been graded into the terminal elevators at Fort William?—A. That is impossible to ascertain because after the wheat goes into the elevator we do not know who