

Commerce or the Minister of the Interior, that has to do with the matter, the Board of Harbour Commissioners at Vancouver should be directed at once to reverse that policy and position.

Mr. SALES: I am very thankful to the hon. member for Vancouver Centre (Mr. Stevens) for supporting the proposition I made to this House last year, in pointing out the revenue that was obtained by the port of Montreal and expressing the wish that at some time all these elevators would come under the control of the grain commission. As I understand the matter, they have no control even at Georgian bay ports. Is that so?

Mr. LOW: We have control over privately owned elevators, not government elevators.

Mr. SALES: At what point?

Mr. LOW: Port McNicoll, Goderich and Tiffin.

Mr. SALES: It has always seemed ridiculous to me that we should have a Board of Grain Commissioners with such stringent powers—at least we tried to make them stringent, but many loop-holes have been found—at the head of the lakes, and then when our grain leaves there, it passes out of their control entirely. They have no say as to what the charges shall be and no inspection at the port of Montreal or the port of Vancouver at the present time.

My hon. friend (Mr. Stevens) referred this afternoon to the operation of a sample market. My opinion is that no man in his senses will come to Port Arthur or Fort William and buy a cargo of grain which has to go through Port McNicoll or some of these other ports, be transferred to a car or a smaller boat in order to go through the Welland canal, and then go through Montreal. He knows what he puts in, but he will not have the slightest idea as to what he is going to get out. Under such conditions a sample market is absolutely impossible. At Vancouver there is a different situation altogether. It is quite possible for a British grain buyer or miller to buy his wheat at Vancouver, load it on his ship and keep it under his finger until it reaches Liverpool, or Bristol, or wherever it is going. That situation does not and cannot exist as regards grain going through the head of the lakes.

As regards the elevators at Moose Jaw and Saskatoon—and if I do not make a mistake in my judgment, Edmonton will show itself pretty much in the same class as time goes on—all the grain that passes through Moose Jaw and Saskatoon must eventually find its way through Port Arthur or at any

[Mr. Stevens.]

rate through the terminals at the head of the lakes. Grain going through Edmonton will have to go through Vancouver after it has passed through Edmonton. The situation is simply this. It is only in a time of con-

gestion that these houses are used, 10 p.m. or in a season when we have a great deal of rain and much tough grain that needs to be dried, these houses are used to put it into condition and the grain is forwarded. But no farmer, if he has a chance to ship his grain direct to Vancouver, will ship it into Edmonton. If he has a chance to ship it direct to Fort William or Port Arthur, he will not put it into the elevator at Moose Jaw or Saskatoon at an added cost. I do not know that the government were altogether justified in putting up houses as large as those at Saskatoon and Moose Jaw. They are useful in some years, but as long as there are sufficient cars available to ship, I can assure the committee that no farmer will use these, what are called interior terminal elevators. Therefore the comparison between Port Arthur and Moose Jaw or Saskatoon does not prove anything.

Mr. GOULD: They have served a good purpose.

Mr. SALES: Yes they have, and they will serve a good purpose again when it is a wet year and there is a great deal of tough grain, but it is only under these exceptional circumstances that those houses will be used.

Mr. DUNCAN: There seems to be a lot of talk about these elevators, but if the government would make these people build their own elevators, they would keep out of trouble. In the little city of Owen Sound we are building a million dollar elevator ourselves without asking the government to do anything. I think that is the rule the government should go by,—make them build their own elevators.

Item agreed to.

Halifax elevator, towards construction of, \$575,000.

Mr. BLACK (Halifax): Why and on what principle does this item come under the head of Trade and Commerce? It would appear to me as if it were a part of the railway. The railway, in having an elevator, is simply completing its facilities for carrying on its legitimate business.

Mr. LOW: The government is simply continuing the policy that has been followed in regard to elevators at ports like Halifax, Prince Rupert and Vancouver.