

States the Interstate Commerce Commission controls traffic crossing state or international boundaries, much as this Bill proposes shall be done in the case of provincial boundaries.

In Canada, because of our constitutional limitations, our only practicable approach to setting our house in order is regulation rather than co-ordination. It is said, and it has been repeated more than once in this Chamber, that the present legislation will not go very far. That I readily admit. But, as everyone realizes and admits, it is a beginning, a step in the right direction.

Our Western representatives fear the effect of this legislation on the price of wheat. They say the regulation of shipping will tend to increase rates on the Great Lakes. My answer is, not necessarily.

Hon. Mr. McMEANS: May I interrupt the honourable gentleman? I think it is absolutely proved by the evidence given before the committee. I am not a member of the committee, but I am of the opinion that if there is any regulation of rates on the Great Lakes and competition is destroyed the rates for the transportation of grain will be raised. I do not think there can be any doubt about that.

Hon. Mr. DANDURAND: Will my honourable friend allow me to try to convince him to the contrary?

Right Hon. Mr. GRAHAM: I should like to see you do it.

Hon. Mr. DANDURAND: I say, not necessarily.

Hon. Mr. McMEANS: It is admitted.

Hon. Mr. DANDURAND: It is alleged. It is not admitted. It has been denied by the Minister.

Hon. Mr. McMEANS: The Minister does not know anything about it.

Hon. Mr. DANDURAND: My honourable friend, of course, lives near the Grain Exchange in Winnipeg, but the Minister lives at Fort William, and has lived there for twenty-five years.

Hon. Mr. McMEANS: Will the honourable gentleman take the word of the great Liberal newspaper of the country, which says rates will be raised if the Bill is passed?

Hon. Mr. DANDURAND: I think I have more esteem and admiration for Mr. John Daffoe than my honourable friend has.

Right Hon. Mr. GRAHAM: The list of subscribers of the Winnipeg Free Press must have increased within this last week.

Hon. Mr. DANDURAND,

Hon. Mr. DANDURAND: Honourable members from the West have expressed the fear that regulation on the Great Lakes would tend to an increase in rates and I have answered that that would not necessarily be so. I would draw attention to the fact that no minimum rate would be fixed by the Transport Board. Shippers would be absolutely free to reduce rates at their own will, but, having once filed a rate, they could not raise it for thirty days thereafter. Shippers could reduce a rate by filing a new one—

Hon. Mr. GORDON: Not without the authority of the Board.

Hon. Mr. DANDURAND: Yes, they could do that without consent of the Board, but once a rate is filed it could not be increased for thirty days thereafter. Any shipper could file a rate as low as he wished, but, once filed, it would become public and would have to remain in effect for at least thirty days.

Hon. Mr. GORDON: I am quite sure my honourable friend is wrong there. The rate would go into effect three days after being authorized by the Board.

Hon. Mr. DANDURAND: No. A shipper would have three days within which to notify the Board of the rate that he fixes.

Hon. Mr. McMEANS: May I interrupt to tell the honourable gentleman that the Winnipeg Grain Exchange knows more about rates for wheat—

Hon. Mr. DANDURAND: Will my honourable friend allow me to finish? I am supposed to be the last to speak on this motion.

Right Hon. Mr. GRAHAM: But you do not seem to be.

Hon. Mr. DANDURAND: A shipper, I repeat, would be able to reduce a rate at will, but once having fixed it he could not raise it until the expiration of at least thirty days thereafter. That is the only regulation on grain rates. It was alleged in the committee that at times it would be necessary to have two rates for the same kind of grain on one boat. For example, it was said that a boat capable of carrying 600,000 bushels might have 500,000 on board, and in order to get a full cargo the ship owner might quote a lower rate for the last 100,000 bushels. All I can say is that if any chiseling is done by the trader on the rate for a part of the cargo in cases like that, the advantage goes not to the farmer, but to the trader. I ask my honourable friends if that is not so. The Minister said this was just a form of chiseling on the part of the trader and that it had nothing at all to do with the farmer.