

allowed. Can any one argue for a moment that good grain can be mixed with inferior grain and still retain its original value? It is impossible.

Some have argued that because the farmer has already received his pay it makes no difference to him what is done with his grain. But it makes this difference; those who buy grain in the Old Country market buy it on its actual value, buy it for what it is; and if it has been lowered in value by mixing they pay that much less. The result is that the farmer when he delivers his grain to the country elevator will receive that much less, because what he gets is based on the Liverpool price less carrying charges. Our chief inspector was in England last year and when he returned he stated before the Grain Inquiry Commission that the British importer and miller were quite satisfied with the condition in which our grain was arriving. To those not familiar with the situation that might be misleading; it might give the impression that the grain they were receiving over there was as good as the farmer was delivering. But it does not mean anything of the sort; it simply means that the grain they are receiving in the Old Country is up to the price they have been bidding, and the price they have been bidding is based on the quality of the grain they have been receiving during preceding months. It simply means that the grain as received is uniform; that when they buy No. 3 they get what they pay for, and so on.

The fact that the grain out of the Vancouver elevator sells for five cents a bushel more than it would if sold on grade indicates the extent of the damage done to our grain by mixing at Port Arthur and Fort William. The grain goes into the terminal elevators at the head of the lakes as Nos. 1, 2, 3, 4, 5, 6, but it goes out as Nos. 1, 2, 3, 4; in other words, 5 and 6 have entirely disappeared. How is it possible for millions of bushels of grain of grades 5 and 6 to be mixed in with grades 1, 2, 3, and 4 and not lower its value? It is absurd to argue anything of the kind. I admit there are types of grain that by scientific treatment may be improved in value. If a grain that should be No. 1 has some removable defect it is quite possible by scientific treatment to put it back into No. 1 without doing harm to anyone. But does that apply to grain that is No. 6 and cannot be anything else but No. 6? No scientific treatment can improve its milling value. When it is put off in this way it must simply be put in in a small stream with the higher grades, and that is what is done.

Vancouver is a new port and these mixing elevators are not yet established—well per-
[Mr. Millar.]

haps I should not say they are not yet established because one is already started. The Woodward elevator was purchased for that purpose as advertisements that appeared in the Vancouver papers indicated. Other elevators also are starting and those who are erecting them are going into the mixing business; that is where the money is. But I assure the department and the minister that if steps are not taken to prevent our grain from being deteriorated—and I speak particularly of grain from Alberta; I do not think much Saskatchewan grain will go that way—if steps are not taken to prevent this evil from getting a foothold and to prevent millions of dollars from being invested in the private mixing elevator business an enormous injury will be done to the grain growing districts of the prairie provinces. Now is the time to stop it; now is the time to prevent it before it gets a good start.

As to placing the elevators under the Grain Commission, I am sure that that would bring about greater confidence in the prairies. I discussed this matter with the harbour commissioners when there. Certain statements appeared in the press, conversations with citizens, and I could plainly see that the tendency would be to create a great elevator system which would work out for the benefit of the city of Vancouver, while those who grew the grain would be largely forgotten. I feel that is exactly what is going to take place unless the management of these elevators is placed under the Board of Grain Commissioners. There was some talk at that time of establishing different inspection divisions and of creating different standards; at least, that is what was implied. That would be a great mistake. We want a national standard; we want a national grain handling system; we want Montreal as well as Vancouver placed under one managing body, one chief inspector and one chief weighmaster. You will remember that about 1907 the United States had state inspection and they were very desirous of making such changes as would bring into force an inspection system similar to that of Canada. Their grain was arriving in Great Britain in a very unsatisfactory condition. I remember a remark of one grain importer in Liverpool: speaking of the port of Baltimore, he said they tried hard to regain their lost reputation—the grain was arriving in all sorts of conditions. He said that for many months they sent forward their grain in very good condition, and then all at once it fell off, and as much was lost in one cargo as was gained in three or four. The United States has since gone to a national system of inspection. To create in Canada separate inspection divi-