

Mr. BROWN: Then are we to take it that he is not to be continued in the employ of the department?

Mr. LOW: His salary comes under civil government estimates.

Mr. MILLAR: There has been some discussion as to whether the elevators at Vancouver should be under the jurisdiction of the Board of Grain Commissioners or of the Harbour Commission. When I was in Vancouver last winter I attended a meeting of the Board of Grain Commissioners when this matter came up for discussion. Going back further, I may say that when I got in touch with the harbour commissioners at Vancouver I found that there was a great deal of prejudice against the inspection and weighing departments and against the officials generally at Winnipeg. For this I am convinced there is no good foundation. I am satisfied that the chief inspector and the chief weigh-master are quite willing to give ample opportunity for development of the grain movement at the port of Vancouver. Those who have read some of the evidence taken recently before the Grain Commission, as reported in the papers, have perhaps formed a fair idea of why there was this prejudice. I rather hesitate to mention the name of the company which has been discussed so much, but I think perhaps there is no reason why I should not do so. It appears that Smith and Davidson did not succeed very well at Fort William and Port Arthur and moved to Vancouver, and I am afraid that they had something to do with creating suspicion of the motives of the Board of Grain Commissioners. This matter of the mixing elevators is one of vital importance, millions of dollars being involved. At the meeting of the Board of Grain Commissioners in Vancouver to which I have referred, the member for Vancouver Centre (Mr. Stevens) sat close to me, and he gave figures to show that grain shipped out by the port of Vancouver, bought on grade but sold on sample, brought five cents a bushel more in some cases than it would have brought if it had been sold on grade. Why should grain sold on sample and shipped out from Vancouver bring more when it reaches Liverpool, and the buyers see the actual grain, than when it is sold on grade? I will try to make this perfectly plain, but before doing so let me say that a ship's captain stood up and corroborated the figures given by the member for Vancouver Centre, mentioning the names of those who had purchased the grain. Another gentleman did the same thing. I think the fact is established beyond doubt that Alberta grain shipped out

of Vancouver and sold on sample brought five cents a bushel more than it would have brought if sold on grade. Remember, the port of Vancouver last year—the first year of any considerable grain movement westward—shipped out only 19,000,000 bushels; this year the business jumped to 55,000,000 bushels. Since this is a new grain-shipping port, people in Liverpool and London who are buying grain placed their bids on Vancouver grain on the basis of the grain they had been receiving in past years over the eastern route. Now, I think it becomes quite plain and I believe nobody can deny the fact, that they were placing their bids on the basis of the grain they had been receiving over the eastern route, where it is mixed and adulterated; consequently the grain shipped out from Vancouver in its purity was worth five cents a bushel more than if it had been mixed. Some may say that Alberta grain was better than the grain of Saskatchewan and Manitoba. Now, a gentleman who stood near me at the meeting, the representative of a large grain firm, made this statement, although it will not sound well to my Alberta friends. He said: "We do not get our strong grain from Alberta but from southern Saskatchewan and southern Manitoba." It will be remembered that our Alberta representatives have frequently spoken of the superiority of their grain and how it has taken so many prizes, being the best grain in the world. Well, as a matter of fact, they have only just started; we in Saskatchewan and Manitoba have taken more prizes than Alberta will take in the next five years! But that is aside from the question. The fact is that the grain sent out of Vancouver is not better than that which goes by the eastern route, but it is pure; the other is mixed.

Let me show the effect of mixing. When we took evidence before the Agricultural committee on the wheat board question several of the leading millers of Ontario were asked: "Do you as readily take grain from the mixing elevators as from the public elevators?" And they one and all replied: "No, we will not take grain at all from the mixing elevators if we can get it elsewhere." How is the mixing done, and what does it mean? It simply means that the poor grain is taken into the mixing elevators and the good grain is mixed with it in such a way that in no case does the percentage of inferior grain go beyond the requirements of the Grain Act. The act is followed very closely to see how much sprouted, how much bleached, how much frosted, how much shrunken and how much pie-bald grain is allowed, and this inferior grain is pumped in in the fullest proportions