

fectly clear that this elimination of competition in the buying of grain is not going to be of such a character as to injure those who are interested in selling grain, and in the maintenance of competition in selling that grain. There is no objection whatever to any set of persons investing their capital in the business of buying grain, there is no attempt to prevent any such thing. But the objection is to using the powers of an association and the powers of an incorporated company in conjunction; that, it appears to me on the face of it, is not a fair proposition. Now let me call attention to section 6 of the Bill:

Section 9 of the said Act is amended by adding at the end thereof, 'but no such by-law shall provide for the expulsion of any person who has become a shareholder in the association, but, as to such persons, shall make provision only for their being deprived of the special privileges and advantages of the association other than such pecuniary advantages as are incident to their stock holdings.'

Mr. NESBITT. Would the minister read the first part of it so as to give the sense?

Mr. OLIVER. Generally speaking it provides for a board of arbitration, and for the expulsion of members who do not comply with the requirements of the Bill, and then this section comes in and says:

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Did anybody ever see a clause like that in the charter of an ordinary incorporated company, whereby a distinction was made, to give privileges and rights to one shareholder over another shareholder? That shows the extraordinary character of this measure. While it may be all right, this House, having set its face against combines and mergers, should be very careful before putting legislation on the statute-book which, on its face, is of such an extraordinary character, and on its face does actually combine the advantages of an association and those of a business enterprise, as in this section it undertakes to combine them. I do not think that is safe legislation to put through without understanding its limitations.

Mr. A. H. CLARKE. I think, in view of the interest in the Bill, there is no objection to its standing over so that all objections may be considered. I am not at all interested in forcing it through.

Mr. SPROULE. To my mind any Bill which incorporates an association that can get better advantages or terms than an individual, using the railways, and try-

Mr. OLIVER

ing to buy cheaper, has something wrong in it. Now the old association was thought to be a pretty good one, and it did not put the fee at a higher figure than \$5, but might have put it at \$25, so high that no man who wanted to buy one or two car-loads of grain could have joined it for that purpose. Now here was the trouble. I was in correspondence with parties in the west year before last when I desired to buy frozen grain. I could buy frozen grain for 25 to 29 or 30 cents a bushel, but I was given a freight rate from Brandon, I think at 25 cents a bushel, and from Moosejaw at 29 to 30 cents. I was told that if it was purchased through an association I would save 5 or 6 cents a bushel, the railway would carry it at 5 or 6 cents a bushel cheaper than they would for a private individual. Now I held that to be a distinct injustice to the farmer and to myself. I could give him a higher price for the grain if I could get a fair rate of transportation, what the law provides I ought to be able to get, the same rate of freight from the railway as a company gets, because the law says that the railway company shall not discriminate in favour of one against another. But you want the grain and you cannot help yourself. There are two things you are confronted with: One is that you are charged a higher price, and the other is that you have no guarantee when you will get the grain. I know a case where the grain did not reach Ontario for two or three months.

That is not the kind of business any farmer wants to do. There is just where the trouble comes in. You cannot buy from the man in the west who desires to sell, because he is a farmer, he is not a member of this association, and you are not a member of the association. I inquired why it was that the association can do better than the individual? It was because they have got their men all along the line, they know the railway companies better, they have greater influence with the employees. They will perhaps take on cars for an individual at Brandon or Moosejaw and drop them off at North Bay, or Kenora, or Port Arthur, and they may lie there for weeks or months. This association have men at all these prominent places along the line stirring up the railway companies to pick up these cars, and can push them forward. These parties have that advantage which a private individual could not have. Now I know a large number of people in our country who desired to buy grain, and could sell it at a little higher figure than it was sold at in the west, but they could not take the advantage, because they could not get it shipped through. The restrictions prevented them from handling it at that price. I am not saying positively that the company was responsible for it, but it was at least the