

is being put on the market and sold at a high price. Many of the very best farmers in Ontario have been grinding their wheat and feeding it to their stock rather than dispose of it in any other way, largely by reason of the fact that only \$1.95 was the amount that was being paid to them and they had no assurance that they would ever receive anything further than that amount. The amount which the farmer, under the certificates issued to them would receive, in addition to the \$1.95 per bushel, would be so small that it would not be worth consideration, and these certificates have passed out of the hands of the majority of the people who had them. I congratulate the minister on embodying in the Bill that preference, but I would ask him to go farther and see that power is placed in the hands of the board to in some measure control ocean rates, because I believe that the transports that we have been building come under the control of this House. In that way, and in that way only, can you ensure justice being done and equal rights to the people of Canada and particularly the millers.

Amendment agreed to, and section as amended agreed to.

On section 10—providing cars:

Mr. ROBB: From the experience of last year this clause gives the Grain Board power, if they wish, to ruin dealers who may be handling oats. The experience of last year was that large quantities of oats were purchased by Eastern Canada dealers but for one reason or another they were unable to obtain delivery. Direct orders were sent by the Chairman of the Board of Railway Commissioners to Fort William to put up at least a certain percentage weekly of cars loaded with oats, but notwithstanding these orders preference was given at times to wheat. Now we are going to legalize this practice by giving the board power to put out wheat in preference to oats. Hon. gentlemen can see that that may be used greatly to the disadvantage of sellers and purchasers of oats who might sell oats for delivery at certain times, because it is within the power of the board in handling the wheat to prevent those people from getting cars and from making delivery as requested. It seems to me that the minister might very well strike this clause out of the Bill.

Sir GEORGE FOSTER: I think my hon. friend has scarcely read the clause carefully. There are two sides to the question.

The main point is that an equable and just distribution of carrying facilities shall be given, having regard to the occasion and the quantities to be distributed. It would be quite possible, under certain conditions when the navigation on the Great Lakes is about coming to a close, to make it impossible to have the proper quantity of carrying facilities given to the wheat and if the wheat did not get those facilities within the limits of time it would very largely have to be stored during the winter. Now what I want to call my hon. friend's attention to is this: The matter is left in the way in which I think it ought to be left, it is not in the hands of the wheat board, it is in the hands of the Railway Commission, and all that the wheat board can do is to make their request and the Commission act upon it according to their own good judgment. What is referred to has actually fallen out to be the practice during the past year, and sometimes very much beyond what the wheat board thought was an equable provision, taking into account the circumstances I have spoken of as to the rush to get the wheat out within a certain period. Of course after that rush was over, there was still an opportunity for the local dealers to get their local quantities. My hon. friend will see that the matter is absolutely within the power of the Railway Commissioners.

Mr. ROBB: Why is it necessary to put in this provision at all if the Railway Commission now have this power?

Sir GEORGE FOSTER: It is necessary because it gives the wheat board an opportunity to present their case before the Railway Commission.

Mr. ROBB: Exactly.

Sir GEORGE FOSTER: That is all, and the wheat board have the right to press their case, under certain circumstances, just the same as all other dealers have.

Mr. ROBB: To the detriment of other shippers.

Sir GEORGE FOSTER: That is for the Railway Commission to say. The matter is not decided by the wheat board. The request, and the arguments to sustain the request, are made by the wheat board, but the judgment is altogether within the hands of the Railway Commission.

Mr. ROBB: But by legislation the wheat board are given at least a hint that they will have certain preferences over the handlers of oats and barley; and the very argument the minister puts up in favour