

dealt with in this Bill, and that is in regard to procuring cars. I shall suggest an amendment that the method of getting cars be changed entirely. If a farmer or any man gets in a load of lumber or coal, he gets a certain time to unload it, and if he does not unload it in that time he is charged demurrage for the number of days the car was ready for him to unload. A man may haul his wheat to the station and order a car, and his name is placed on a list. They are taken in rotation. He may not get his car for six weeks. He may have his wheat in an elevator paying storage, or in a bin paying rent. He gets a car whenever the railway company have a mind to give it to him. It often occurs that wheat is selling high at a certain time, and a farmer would like to dispose of his crop, and he cannot get a car until the company are ready to give it. You cannot compel them to furnish the car, and they have the whole destiny of the farmer in their hands. They can give him a car as they have a mind to, and they can do as they have a mind to. That is one matter which should be provided for. A farmer should be able to have a car when he wants it. There is another grievance which I have brought to the attention of the Canadian Pacific Railway, because that is the company I am speaking of; but the railways companies are all alike. There is the company with which I do business. They bring a car into Wolseley. It is a cattle car, and there may be a certain quantity of manure in it, and it is not in a fit condition to carry grain. Or perhaps it is a coal car which has just been unloaded and contains a quantity of coal dust, which makes it a very objectionable car to put wheat into. It may be a car that has had lumber in it, and there is a whole lot of bark and other refuse in it, which is not quite so objectionable, because you can clean it out. In nine cases out of ten, the doors are not there, although the company provide doors and send them up. You have to send to a factory sometimes to have a door made, and you have to fix up that car. The farmer is not competent to do that. Some years ago, with my own hands, I put 150 bushels of wheat I had in the elevator into a car, wheeled it in with a big cart

that I had for the purpose, when one of the officials said to me: 'Senator, this car has the end completely off it. It is a faulty car and we cannot allow you to have it.' I naturally was green at the business. It was in the early history of my farming days, and I had to wheel it all out again. When a car is placed at a station, sometimes a farmer has to clean it out and repair it, and nail it up. The last time I was at home I saw a man going round with a hammer, with his pocket full of nails, trying to repair a car. I think that is very objectionable. It is an expensive method for the farmer and the railway company, for the car is doctored up in a very poor way and there may be wheat lost in transit. If the farmers weighed the grain, and knew what they were putting in the cars, they would be in a position to bring an action for any loss, but they do not know how much they ship when the wheat is not weighed into the car. I do not think there is a man in Wolseley, where there are several elevators, who can tell how much was put in the car from his elevator, except myself. We weigh our grain carefully at my elevator so that we are able to go on the stand in court and swear that we put a thousand bushels in the car, but we will not swear that there was not a thousand and five bushels. If there is anything over, the owner gets it, but if there is any shortage or leakage we can swear we put a thousand bushels there and can prove his claim. However, that is not the general rule. If a farmer puts a lot of wheat in a car he cannot swear whether it is a thousand or nine hundred bushels. I contend that the cars should be furnished to the farmer with greater regularity, that the farmer should not have to fill his elevator or warehouse with grain and keep it there for six weeks waiting for a car when he might have a note due at the bank, while he cannot sell the grain in the elevator. He cannot obtain one cent on it there, but when it is placed in the car on the track, he can sell the grain and get his money and pay his note or whatever obligation it might be. Therefore, it is important to the farmer that within a certain time after he has his wheat ready to ship, that he should be furnished with a car, and railways should be

Hon. Mr. PERLEY.