

ment of my hon. friend from Portage la Prairie (Mr. Meighen). If the section, as amended has the effect that he understands it to have, I would be strongly inclined to support his proposal to amend it on the lines he suggests. But I think it would be in order for my hon. friend himself to prepare some form of words that would convey the idea that he has expressed in such manner as we may have it before us and see just how far it reaches.

Mr. MEIGHEN. I did not know that this section was coming up and I think it makes quite a reversal of the amendment as proposed. I would be very glad to do what my hon. friend (Mr. Oliver) asks, especially if it should meet the approval of the minister, but in any case, if I had time, I would do so in order that the two subsections could be placed at issue clearly.

Mr. OLIVER. I do not wish to commit myself either for or against the suggestions my hon. friend has made, but there seems to be such importance in them that I think it would be fair if they were put before us so that we could realize what their effect would be. I was under the impression that the amendment, as printed in 'Hansard', while it arrived at it by a circuitous method, really had the ultimate effect that the storage ceased either at the time or at twenty-four hours' after the grain was ordered out.

Mr. FOSTER. (North Toronto) That is not correct.

Mr. OLIVER. In the amendment as first introduced was there not a fixed time at which storage would cease after the order was given?

Mr. FOSTER. (North Toronto) Both amendments are alike in that the matter was ultimately referred, unless the views of the Grain Commission prevailed. The Grain Commission looked into the whole matter, and if they had judged that the railway company was in default of a reasonable provision, the Board of Grain Commissioners could fix the reasonable rate of storage at their own discretion, after taking all the circumstances into consideration. There was no fixed limit. In this, the only change made is to put that duty upon the Board of Railway Commissioners or rather than upon the Board of Grain Commissioners. With reference to what my hon. friend from Portage la Prairie has said, I want to state that this question is a very difficult question from more points than one, and it is especially made difficult because of the peculiar conditions which to-day and for some time to come must prevail at Fort William. I think that the question of storage is involved in what will become

the final settlement of the whole question and for some reasons I would rather approach it from that side than from the other or from both sides combined.

But that is a matter which I cannot undertake at the present session, and which depends upon other things before we can fairly undertake it. The question of storage rates is one which would be within the discretion of the Grain Commission in conjunction with the Governor in Council. I do not possess the information, neither does the government nor I suppose any other person, which is necessary to an opinion on that question. After the most careful thought that I can give to the matter, and having regard to all the circumstances of the situation, this measure, while not a complete solution, seems to be the only step towards a solution which it is possible for me to take at the present time. It does not fulfil all the wishes of great interests in the grain trade. It may be that it does not fulfil the desires of the transport companies or of the warehousemen, but it is a step in the solution of the question which will, if there is a grievance, give relief, and which, if there is no grievance, will of course leave things as they are. With regard to the question of transport, in the conditions prevailing at Fort William, the Canadian Pacific railway is doing all that is physically possible. I think all reasonable men would say that it has done its share towards a solution of the question under present conditions. Things physically impossible cannot be done by the Canadian Pacific railway any more than by individuals or other corporations, and it is never considered reasonable to ask an individual or a corporation to do what it is physically impossible for it to do. The circumstances of the situation have to be taken into account. With reference to the storage conditions and the storage charges, these concern a question by itself, but at terminal points this question is clearly connected with the question of transportation and may be an important factor in arriving at the final solution.

Mr. OLIVER. Unless we can have the advantage of the assistance of my hon. friend from Portage la Prairie (Mr. Meighen) in drafting an amendment which would convey the ideas he has expressed for the consideration of the committee, I would not feel like delaying the clause on my own account, as I do not feel competent to frame such an amendment. I judge from the remarks of the minister that he is impressed with this question of the grain trade as a matter of transportation and storage; but I would like to impress upon his mind that it is not a question of transportation and storage except as leading up to sale and consumption, and that, in