

grain at terminal points by permitting of special binning under certain conditions. Leave to do so must be obtained from the warehouse commissioner. It is limited in its operation from the 15th December to the 1st September in the following year. That is, no special binning is allowed up to the 15th December.

Hon. Mr. PERLEY—Why is that?

Hon. Sir RICHARD CARTWRIGHT—To prevent congestion.

Hon. Mr. YOUNG—The reason assigned by those who are discussing this matter was that in the event of a congestion because the special binning of grain must have the effect, if indulged in extensively, of limiting our terminal elevators' capacity, the special binning clause gives power to the warehouse commissioner to grant permission to specially bin to the seaboard in our terminal and transfer elevators, and as a consequence the impairment of the usefulness of a terminal would be the result. It would be dangerous to have permission granted during the rush season which must necessarily occur before the close of navigation. Hence the restriction. I cannot say offhand how far the effect of the special binning will reach. It will lessen the usefulness of the terminal elevators, and lessen the average quality of the grain in the standard grades, because if special binning is indulged in to any extent, it must have that effect. And whether that will produce good results or bad results, time only will tell. There is another feature which I desire to point out to the minister; that should it be granted, there are not sufficient bins in our terminal and transfer elevators to furnish every one who applied. You could not treat all applicants alike. There is a danger of that, especially, possibly at West St. John. The opening of the special binning season is December; the first effect would be felt in West St. John, on the all rail cars. I draw the attention of the minister to this fact, in order that he may not find himself in the position of having to refuse the privilege to some after having granted it to others. There is also the danger of lessening the average quality of the grain. However, I am offering no objection to the amendments.

Hon. Mr. DAVIS—We have given this Bill a good deal of consideration, not only here but in the Commons. Conferences have been held and everybody interested in the grain trade, not only the dealers but the railroads, have been represented and we all agreed to this Bill. I advocated the establishing of the order point, but I had to withdraw the motion here. It has been inserted by the Commons, and, practically, everything we want has been put in and I think we had better pass it as it stands.

Hon. Sir MACKENZIE BOWELL—I am not going to object to the adoption of the amendments now, for the reason that those who are more deeply interested and know more about it than I do, are satisfied with the Bill. The amendments proposed and rejected in this House have been adopted in the Commons by a considerable majority, and the hon. Minister of Trade and Commerce stated a few months ago that at this late period of the session he was not going to object, though the Bill was of his own creation and passed by him through this House. The constant reference to the fact that we should not discuss these measures, and that we should not consider them as we otherwise would on account of the lateness of the session, is another strong reason why all such amendments brought in at this late stage of the session should be objected to.

The motion was agreed to.

BILL INTRODUCED.

Bill (212) An Act to amend the Criminal Code, and to repeal section 415 of the Railway Act.—(Hon. Mr. Scott.)

INSPECTION AND SALES ACT AMENDMENT BILL.

A message was received from the House of Commons with Bill (CCC) An Act to amend the Inspection and Sales Act as regards grain, with amendments.

Hon. Mr. YOUNG—The amendments have been made after a conference with the various interests, and there is no serious departure from the Bill as it left this House with the exception of providing a-