

and is going to ship his lumber, pays as much for water literally as for the lumber itself.

Hon. Mr. BOULTON—Watered stock.

Hon. Mr. PRIMROSE—Yes, watered stock, spruce stock at that. In this upper country the lumber is of very much more value and can afford to stand a higher rate of freight than the spruce lumber in the lower provinces. Now, I think that is a most inequitable arrangement and should be done away with, and an equitable system, a system of charging so much upon a certain quantity of lumber should be adopted by the government. That is what it has been in the past and that is the rule which should obtain in the future. There can be no doubt at all that the charges now made (I have just received advices from my son at home in the business) are in excess of what they have been in the past. The railway officials insist that men engaged in this business, which is a very large one in our country, shall be subjected to such treatment as this—that wet lumber should be charged freight by weight. I do not see how it can be justified. Then, in another matter, we are also between the devil and the deep sea. They propose now if a shipper holds cars for a longer period than forty-eight hours to charge \$1 a car for every day in excess of that forty-eight hours. A steamer coming to Halifax is bound to load as quickly as possible; she has four or five different hatches and loads with steam winches. If you do not have your cargo ready, one of two things will occur, either you have to pay demurrage to your steamer or the steamer will go without your cargo, or if you retain cars for more than forty-eight hours you have to pay \$1 a car.

Hon. Mr. MILLER—This is certainly out of order; it is sometimes permitted, immediately before the calling of the orders of the day, for hon. members to interject questions for information in regard to the general business of the House. It is done purely with the indulgence of the House, but we have not reached the orders of the day yet. I think the last call from the chair was on the hon. Mr. Lougheed for his motion on the paper. This discussion, if permitted by the House, is only allowed before the calling of the orders of the day, and then it is only an indulgence granted by

the House to members who feel justified under peculiar circumstances, to interject business foreign to the paper on the notice of the House. We commenced with an inquiry from the hon. member from Brandon as to the delayed returns, and ended with a discussion on the rates of the Intercolonial railway. The two subjects were totally different. I do not know where the discussion would end if it were allowed to go on much further; we might have the Yukon railway in it, or some other subject, but we are not at that stage in the proceedings when the House, by custom, permits such discussions as this.

Hon. Mr. PRIMROSE—I may have misunderstood the hon. member from Marshfield (Mr. Ferguson), but I understood he was making a contrast between the Intercolonial railway and the company railways.

Hon. Mr. PROWSE—The subject introduced by the hon. member from Marshfield (Mr. Ferguson) is of such importance as will justify us in giving it a little consideration at the present time.

Hon. Mr. MILLER—I rise to a question of order: there is no motion before the chair.

Hon. Mr. PROWSE—The hon. member from Richmond is a great advocate for conforming to the rules of the House. (Several members—Order, order.) I am speaking to the point of order. Questions of this kind have been discussed in the Senate ever since I have been here, and in very many cases there has been an hour or so occupied in discussing them, and some hon. gentlemen who took very little part in discussions of public questions generally are ready then to call an hon. member to order. Now I am willing to take my seat if it is the will of the House that it should be done, but I think it is in the interests of the country that this question should be discussed by the members of the Senate. If it is decided that this matter should be dropped here, I am willing to take my seat.

Hon. Mr. MILLER—I rise to questions of order as little as any member of the House. We all know that the rules of the House are continually being disregarded, and perhaps I have as much acquaintance with the rules of the Senate as most mem-