

ber of the bin to which transferred, the date of shipment out of elevator with the number of car or name of boat and number of hold; and in all cases where a certificate of grade accompanies a lot or parcel of grain the identity of such certificate with the lot or parcel of grain shall be preserved. He shall keep a correct record of the name of the shipper, the party to be advised of the shipment and the consignee.

7. The identity of each parcel or lot of western grain shipped to an eastern transfer elevator shall be preserved, except that different parcels or lots of the same grain may be binned together when there is not sufficient space in the elevator to keep the parcels or lots separated.

8. In no case, whether in a public terminal elevator in the Manitoba inspection division or in an eastern transfer elevator.

Hon. Sir RICHARD CARTWRIGHT—This clause defines the duties of the public terminal warehouseman. It embodies recommendations which my hon. friend will find set out in the Royal Grain Commission report. It is somewhat lengthy, but it was very fully discussed at a joint meeting of all the parties concerned, and they finally acquiesced in it as it stands.

Hon. Mr. YOUNG—I propose to move an amendment to this clause to provide that all grain shall be weighed before it leaves the inspection division, but shall not be cleaned unless the shipper desires it. A man may be shipping feed grain, which it would be a disadvantage to clean, and therefore I want to provide that while it shall be obligatory to have it officially weighed, it shall only be cleaned by consent of the owner of the grain. He shall have the right to say whether it will be cleaned or not; but it must be weighed before it leaves the inspection division. I propose to amend clause 4 to make it read as follows: 'All grain billed to any public terminal elevator within the Manitoba inspection division shall not leave that inspection division without being officially weighed, but not cleaned unless by consent of the shipper.'

Hon. Mr. CAMPBELL—I do not like that phraseology at all. I think it should be left as it was. If grain requires cleaning why should it not be done?

Hon. Mr. YOUNG—It may be for cattle food.

Hon. Mr. CAMPBELL—Grain comes down very dirty, and it should be cleaned.

Hon. Mr. YOUNG

Hon. Mr. SULLIVAN—If we leave out the words 'Not clean,' it would be much better, and we would not be legalizing this iniquity.

Hon. Mr. PERLEY—Supposing I ship a carload of grain, and it comes to Fort William. That is a terminal elevator. What will they do with it if it is not clean?

Hon. Mr. YOUNG—My hon. friend does not grasp the meaning of the clause. This refers to grain which is being shipped still further on.

Hon. Mr. PERLEY—It does not say that. It says: 'The public terminal elevator.'

Hon. Mr. YOUNG—It refers to grain leaving that terminal elevator.

Hon. Mr. PERLEY—It would not go into the terminal elevator there at all.

Hon. Mr. YOUNG—Oh, yes. If my hon. friend from Wolseley shipped a car of wheat, billed it to Fort William, and afterwards changed his mind, and ordered it to the east, that car would come under the operation of this clause.

Hon. Mr. PERLEY—But it would not go into the terminal elevator at Fort William.

Hon. Mr. YOUNG—No. It has to leave the inspection division.

Hon. Mr. PERLEY—If it is shipped in the boat, it has to leave the inspection division?

Hon. Mr. YOUNG—Yes.

Hon. Mr. PERLEY—I think the wording of it is very ambiguous.

Hon. Mr. YOUNG—This grain may be a quantity of oats or barley, or it may be feed wheat, or anything else, and you must not enforce cleaning under all circumstances.

Hon. Mr. PERLEY—This clause refers to wheat.

Hon. Mr. YOUNG—No. It refers to all grain.

Hon. Mr. PERLEY—If it is put into an elevator where there is other grain it has to be cleaned.