

nished all the rolling stock they could, and did everything in their power to relieve the congestion. Our friends in the west should be grateful when they know that shippers in the east were left without cars for months, in order to meet the demands of the North-west. I know cases in which goods were lost for want of cars, and the reason given was that the cars had to be sent to the North-west. We should not interfere with this clause. It is drastic enough as it is, and if we attempt to make it more so, we will only injure it.

Hon. Mr. SULLIVAN—With due deference to the hon. gentleman from Wellington, I take a different view from his on this question. This clause does not refer to cars; it only refers to the proper placing of freight in storehouses, and facilities for receiving and despatching freight. It has no reference to cars. As to the remark of the hon. gentleman from Rockland (Hon. Mr. Edwards), the information I have from the hon. gentleman from Wolseley (Hon. Mr. Perley) is quite different. He says the farmers of Manitoba and the North-west do not rush their grain to the trains. They have granaries, in which they store their grain. The farmers of Manitoba are far more intelligent and possess more foresight than the hon. gentleman from Ottawa credited them with. Only yesterday the hon. gentleman from Wolseley went over the whole subject with me. The farmers get money from the banks and understand how to take care of their crops, and keep their grain until they get facilities for shipment to purchasers. If this clause refers to having the proper appliances at each station where goods are received, and has no reference at all to the cars, then I consider a great deal of this discussion has been quite unnecessary.

Hon. Mr. POWER—The hon. gentleman from Kingston is quite right. The clause says:

Shall without delay and with due care and diligence, receive, carry and deliver all such traffic, and shall furnish and use all proper appliances, &c.

The point is this: it is not to carry alone, but to receive, and carry and deliver after it reaches the terminal point. We had better not do anything to qualify 'without

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delay.' The hon. gentleman from Rockland (Hon. Mr. Edwards) tells us something about the abnormal condition of things last year in the North-west. Without dealing with abnormal conditions, I should like to give the hon. gentleman a little experience we had in the lower provinces, particularly before the Drummond County road was acquired by the government, at the time when freight had to be handled by the Grand Trunk Railway, as well as by the Intercolonial Railway. Forty-eight hours is sufficient time in which to carry freight from Montreal to Halifax, but instead of that, the freight usually took a fortnight.

Hon. Mr. FERGUSON—It takes that yet.

Hon. Mr. POWER—The Grand Trunk Railway allowed their cars intended for the Intercolonial Railway to stand on a siding at Richmond, and forwarded their own cars to Portland, allowing the freight intended for the lower provinces to remain standing on the sidings. We have a kind of apple in Nova Scotia which is very much prized here in the west, but there is a risk in attempting to send them here in the fall, because they are liable to be detained en route for days, and spoiled. This clause, no doubt, has been very carefully considered in the other House; we can trust the railway companies to take care of themselves, and we should take care of the public.

Hon. Mr. EDWARDS—I disagree absolutely with my hon. friend from Kingston, and also with the hon. the Speaker. Cars are named here, but freight is only carried by car, and this clause certainly deals with the carrying of freight. It is not simply the carrying for, and delivering; it is delivering by car that is meant. I am not fully conversant with the rules of the House, and I do not know the extent to which we can refer to matters which are dealt with in the other Chamber, but last year this matter was very fully discussed there and demands were made which were, in my judgment, ridiculous. There is no doubt there was an enormous crop last year. It had risen very materially over the crops of former years, and the demand was made that cars should be supplied at once to carry the grain to the sea-board. What were the conditions? The conditions were that all over the continent of America railways were taxed to their ful-