

lected payment and did not pay the farmers. That is roughly the story, and without any question there was not only a very serious injustice but in my estimation a crime perpetrated against the farmers. The government, as pointed out by the Minister of Justice, will cooperate in every possible way in, shall I say, the securing of a remedy or justice to the farmers, and the matter is in progress at the present time by some action jointly taken by a group representing the farmers, every cooperation being given to that effort. But as the hon. member for West Middlesex said a moment ago, it might be better if the whole question were left for discussion at some time when it was understood the matter would be discussed after further information had been received in regard to the situation.

Mr. ELLIOTT: Perhaps the suggestion is the best one at the present time, and I take it that later there will be an opportunity for debate if it is considered desirable to discuss the matter?

Mr. STEVENS: Yes.

Mr. ELLIOTT: Under some heading I am satisfied the minister could provide such an opportunity.

Mr. STEVENS: There will be no difficulty about providing an opportunity.

Mr. ELLIOTT: I am hoping that something more satisfactory than appears at the present time will result.

Mr. CASGRAIN: As regards the company to which the minister has made reference, and respecting which he mentioned that money had been paid under a certain act to fit out two boats, was it a company that had been in business and in that trade for a long time? Was it a responsible company when it applied to the government?

Mr. STEVENS: If I am wrong hon. members may correct me, but I understand the company owned the old Bickerdike pier. The lairage is there—cattle pens and shipping facilities. So far as I know they had been operating for a number of years.

Mr. CASGRAIN: Does the minister know who is at the head of the company? Was it a company incorporated by letters patent or merely an ordinary firm doing business?

Mr. STEVENS: I understand it is an incorporated company known as the Richelieu Company. I am speaking without the record. The president is Mr. Richardson with whom there was another gentleman by the name of Morgan.

[Mr. Stevens.]

Mr. CASGRAIN: E. A. D. Morgan.

Mr. STEVENS: I could not say as to the initials. There was also a Mr. MacDonald who acted in the establishment of contacts in the old country. They made contacts with the London port authorities which in a measure contributed to the establishment of the lairage in London.

Mr. CASGRAIN: How much was paid to the Richelieu company?

Mr. STEVENS: The amounts paid were paid for the installation of stalls on the ships, and no amount was paid to the Richelieu corporation other than what was paid on those stalls.

At six o'clock the Speaker resumed the chair and the house took recess.

After Recess

The house resumed at eight o'clock.

RAILWAY ACT AMENDMENT

Mr. THOMAS REID (New Westminster) moved the second reading of Bill No. 21, to amend the Railway Act (rates on grain).

Some hon. MEMBERS: Explain.

Mr. REID: Mr. Speaker, the bill to which I am asking the house to give second reading is practically the same bill that was introduced last session. Briefly it asks parliament to give the people of British Columbia what was given to the people of the eastern provinces in 1897 and reaffirmed, with certain changes and amendments, in 1925. I introduced the bill in 1932, and at that time objection was taken that the wording was not exactly clear. Objection was taken because the bill contained these words:

provided that notwithstanding anything in this subsection contained the rates on grain and flour shall on and after the 27th day of June, 1925, be governed by the provisions of the agreement made pursuant to chapter 5 of the statutes of Canada, 1897.

As I say objection was taken at that time; it was said that if the bill passed in that form it would be retroactive to 1925. So in 1933 I deleted that clause and brought in the bill in much the same form as it now appears. I might become discouraged after bringing forward this bill year after year without success were it not for the fact that I consider that a great injustice has been done the province of British Columbia in that it has been long denied what the other provinces have enjoyed in regard to freight rates. So my hope