

JOURNALS

4.
OF

THE SENATE OF CANADA

VOL. XLVI

JOURNALS
OF
THE SENATE OF CANADA



HIS EXCELLENCY THE RIGHT HONOURABLE SIR ALBERT HENRY GEORGE, EARL GREY, VISCOUNT HOWICK, BARON GREY OF HOWICK, IN THE COUNTY OF NORTHUMBERLAND, IN THE PEERAGE OF THE UNITED KINGDOM, AND A BARONET; KNIGHT GRAND CROSS OF THE MOST DISTINGUISHED ORDER OF SAINT MICHAEL AND SAINT GEORGE, KNIGHT GRAND CROSS OF THE ROYAL VICTORIAN ORDER, ETC., ETC., GOVERNOR GENERAL AND COMMANDER-IN-CHIEF OF OUR DOMINION OF CANADA.

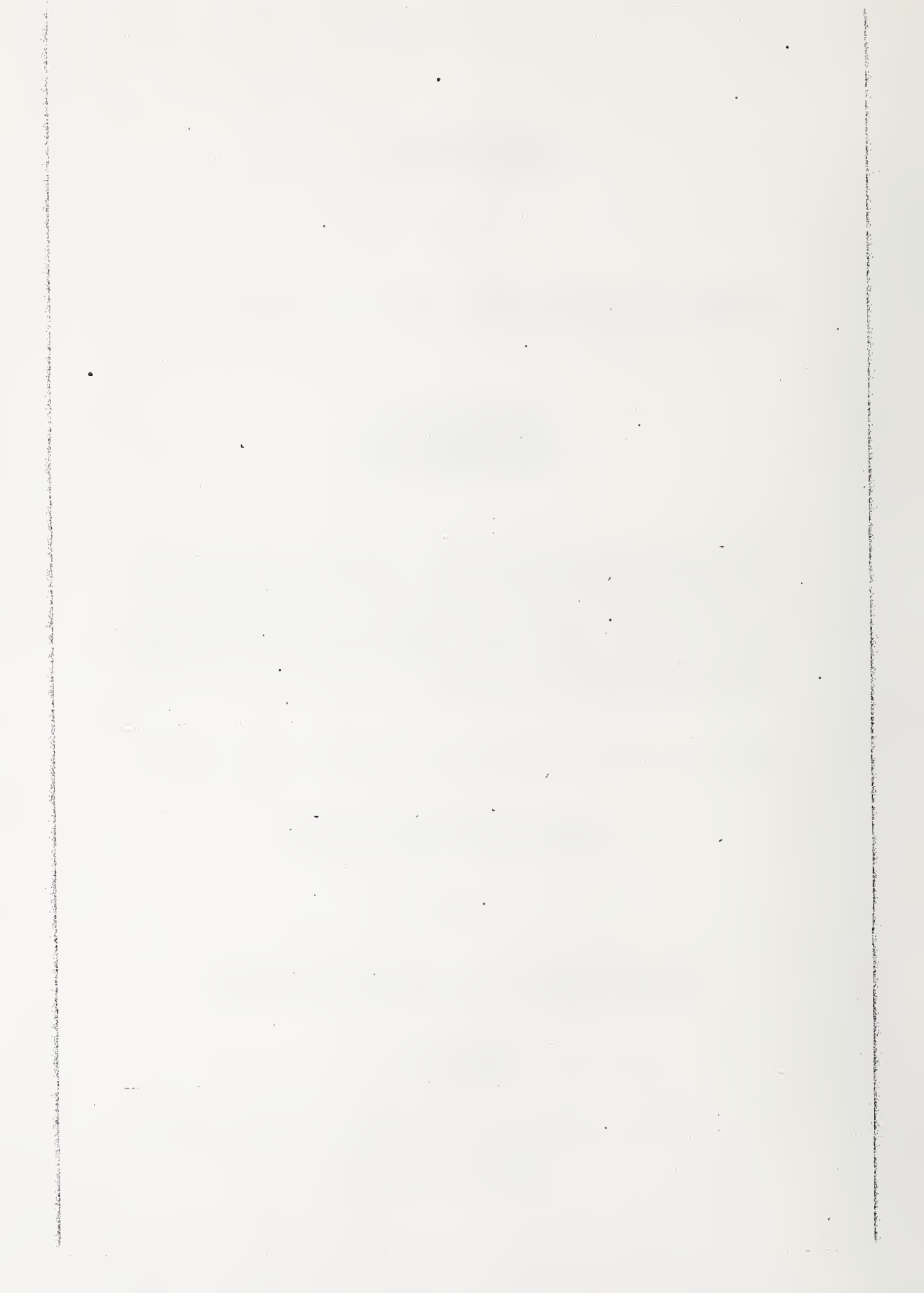
BEING THE THIRD SESSION

OF THE

ELEVENTH PARLIAMENT

1910-11

VOL. XLVI



JOURNALS

OF

THE SENATE OF CANADA

CANADA.



GREY.

[L.S.]

GEORGE THE FIFTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

A PROCLAMATION.

WHEREAS Our Parliament of Canada stands Prorogued to Monday, the thirteenth day of the month of June instant, at which time, at Our City of Ottawa, you were held and constrained to appear: KNOW KNOW YE, that for divers causes and considerations and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking and by these presents enjoining you and each of you, that on MONDAY, the EIGHTEENTH day of the month of JULY next, you meet us in Our Parliament of Canada, at Our City of Ottawa, there to take into consideration the state and welfare of Our said Dominion of Canada and therein do as may seem necessary. HEREIN FAIL NOT.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin and Councillor the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of Our Royal Victorian Order, etc., etc., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, in Our said Dominion, the SIXTH day of JUNE, in the year of Our Lord One thousand nine hundred and ten, and in the First year of Our Reign.

By Command,

JAMES G. FOLEY,

Clerk of the Crown in Chancery, Canada.

CANADA.



D. GIROUARD,
Administrator.

GEORGE THE FIFTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

A PROCLAMATION.

WHEREAS Our Parliament of Canada stands Prorogued to MONDAY, the EIGHTEENTH day of the month of JULY, instant, at which time, at Our City of Ottawa, you were held and constrained to appear: KNOW KNOW YE, that for divers causes and considerations and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking and by these presents enjoining you and each of you, that on SATURDAY, the TWENTY-SEVENTH day of AUGUST next, you meet us in Our Parliament of Canada, at Our City of Ottawa, there to take into consideration the state and welfare of Our said Dominion of Canada and therein do as may seem necessary. HEREIN FAIL NOT.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Trusty and Well-Beloved The Honourable DÉsirÉ GIROUARD, Senior Judge of Our Supreme Court of Canada, and Administrator of the Government of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, in our said Dominion, the FIFTEENTH day of JULY, in the year of Our Lord One thousand nine hundred and ten, and in the First year of Our Reign.

By Command,

JAMES G. FOLEY,

Clerk of the Crown in Chancery, Canada.

CANADA.



D. GIROUARD,
Deputy Governor General of Canada.

GEORGE THE FIFTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

A PROCLAMATION.

WHEREAS Our Parliament of Canada stands Prorogued to Saturday, the TWENTY-seventh day of the month of August instant, at which time, at Our City of Ottawa, you were held and constrained to appear: Now KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking and by these presents enjoining you and each of you, that on SATURDAY, the FIRST day of the month of OCTOBER next, you meet Us in Our Parliament of Canada, at Our City of Ottawa, there to take into consideration the state and welfare of Our said Dominion of Canada and therein to do as may seem necessary. **HEREIN FAIL NOT.**

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Trusty and Well-Beloved The Honourable DÉSIRÉ GIROUARD, Senior Judge of Our Supreme Court of Canada, and Deputy of Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of Our Royal Victorian Order, etc., etc., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, in Our said Dominion, the TWENTY-FOURTH day of AUGUST, in the year of Our Lord One thousand nine hundred and ten, and in the First year of Our Reign.

By Command,

JAMES G. FOLEY,

Clerk of the Crown in Chancery, Canada.

CANADA.



GREY.

[L.S.]

GEORGE THE FIFTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

A PROCLAMATION.

WHEREAS Our Parliament of Canada stands Prorogued to Saturday, the FIRST day of the month of OCTOBER next, at which time, at Our City of OTTAWA, you were held and constrained to appear: KNOW KNOW YE, that for divers causes and considerations and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking and by these presents enjoining you and each of you, that on SATURDAY, the FIFTH day of the month of NOVEMBER next, you meet Us in Our Parliament of Canada, at Our City of Ottawa, there to take into consideration the state and welfare of Our said Dominion of Canada and therein do as may seem necessary. HEREIN FAIL NOT.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin and Councillor the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of Our Royal Victorian Order, etc., etc., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, in Our said Dominion, the TWENTY-FOURTH day of SEPTEMBER, in the year of Our Lord One thousand nine hundred and ten, and in the First year of Our Reign.

By Command,

JAMES G. FOLEY,

Clerk of the Crown in Chancery, Canada.

CANADA.



GREY.

[L.S.]

GEORGE THE FIFTH, *by the Grace of God, of the United Kingdom of Great Britain, and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

A PROCLAMATION.

WHEREAS the Meeting of Our Parliament of Canada stands Prorogued to SATURDAY, the FIFTH day of the month of NOVEMBER next, NEVERTHELESS, for certain causes and considerations, We have thought fit further to prorogue the same to THURSDAY, the SEVENTEENTH day of the month of NOVEMBER next, so that neither you, nor any of you on the said Fifth day of November next, at Our City of Ottawa, to appear are to be held and constrained; for WE DO WILL THAT you and each of you, be as to Us, in this matter, entirely exonerated; commanding, and by the tenor of these presents enjoining you, and each of you, and all others in this behalf interested, that on THURSDAY, the SEVENTEENTH day of the month of NOVEMBER next, at Our City of OTTAWA aforesaid, personally you be and appear, for the DESPATCH OF BUSINESS, to treat, do, act and conclude upon those things which in Our said Parliament of Canada, by the Common Council of Our said Dominion, may, by the favour of God, be ordained.

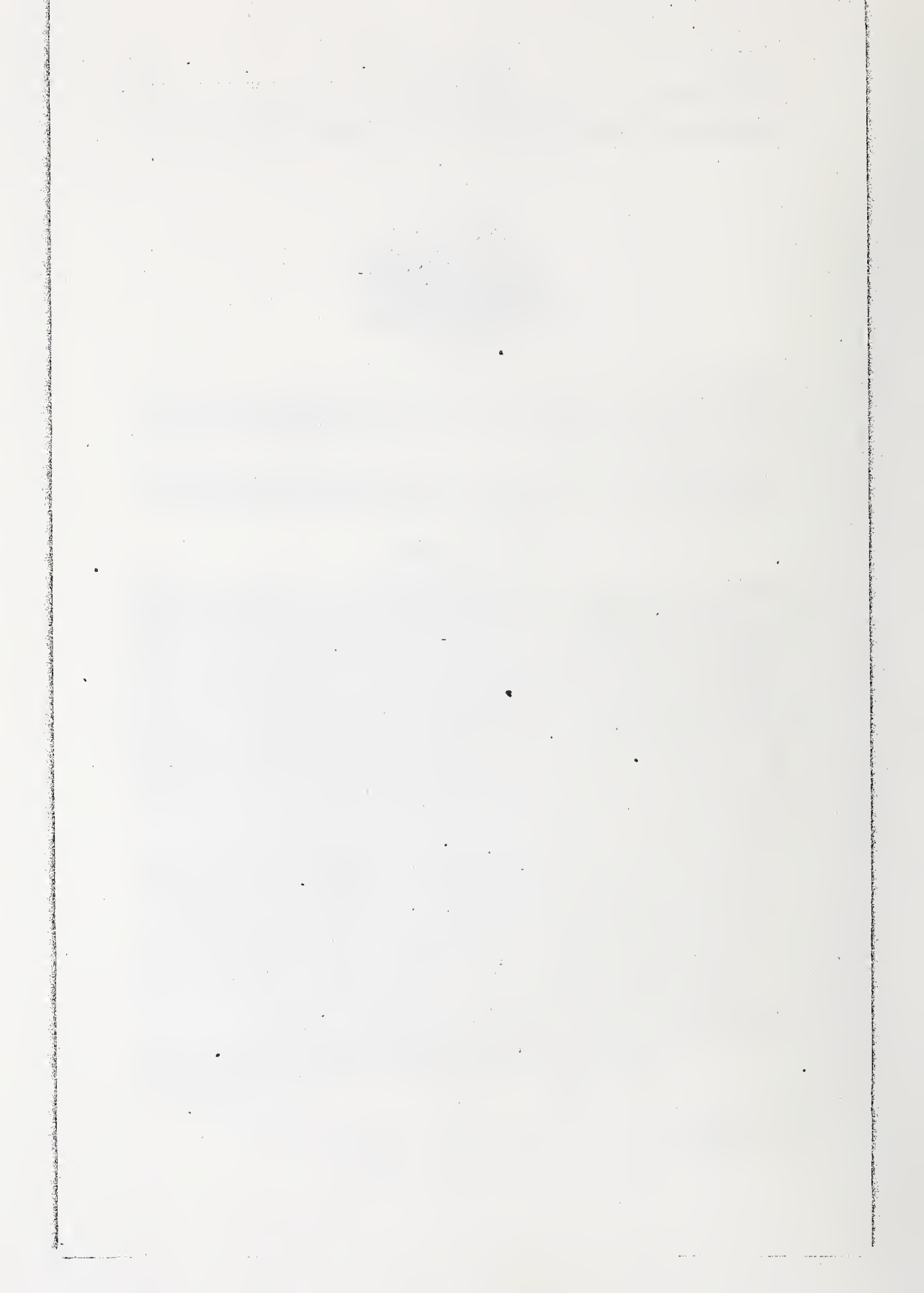
IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin and Councillor the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of Our Royal Victorian Order, etc., etc., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, in Our said Dominion, the FOURTEENTH day of OCTOBER, in the year of Our Lord One thousand nine hundred and ten, and in the First year of Our Reign.

By Command,

JAMES G. FOLEY,

Clerk of the Crown in Chancery, Canada.



JOURNALS

OF

THE SENATE OF CANADA

Thursday, 17th November, 1910,

The Senate met at half-past two o'clock in the afternoon, Thursday, the seventeenth day of November, in the first year of the reign of Our Sovereign Lord King George the Fifth, by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, being the Third Session of the Eleventh Parliament of the Dominion of Canada, as summoned by Proclamation.

The members in attendance in the Senate Chamber, in the City of Ottawa, were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Kirehoffer,	Ross
Béique,	Cox,	Lougheed,	(Sir George W.),
Belcourt,	Dandurand,	MacKay (Alma),	Ross (Halifax),
Bolduc,	Davis,	MacKeen,	Ross (Moosejaw),
Bowell	Derbyshire,	McHugh,	Roy,
(Sir Mackenzie),	Dessaulles,	McKay (Truro),	Scott (Sir Richard),
Boucherville de,	Douglas,	McMillan,	Talbot,
Boyer,	Edwards,	McMullen,	Tessier,
Campbell,	Ellis,	McSweeney,	Thibaudeau,
Cartwright,	Fiset,	Miller,	Thompson,
(Sir Richard),	Gibson,	Mitchell,	Watson,
Casgrain,	Gillmor,	Owens,	Wilson,
Chevrier,	Godbout,	Poirier,	Wood,
Choquette,	Jaffray,	Power,	Yeo,
Cloran,	King,	Roche,	Young.
Coffey,			

PRAYERS.

The Honourable the Speaker informed the Senate, that following the demise of the Sovereign, it is customary for the members of both Houses of Parliament to renew their oath of allegiance on the succession of His successor to the Throne, and that the Clerk is authorized to administer said oath.

The Honourable the Speaker read the following communication from His Excellency the Governor General:—

GOVERNMENT HOUSE,

November 17, 1910.

MY DEAR SENATOR:

I have just received the handsomely bound and illuminated copy of the Address with which the Parliament of Canada honoured Lady Grey and me at the close of last session.

It is unnecessary, I feel sure, to tell you that this Address, reposing in the massive dignity of its silver couch, appropriately embellished with Beaver and Maple Leaves, shall ever hold a place of distinction in my home, reminding me and my family of very happy years spent in Canada, years illumined for us by constant interest and much enjoyment, by the excitement of unceasing developments, and by the sunshine of universal kindness.

Please accept from me, from Lady Grey and my daughters, the assurance of our heartfelt gratitude for this much valued memento of our stay in Canada and of the warm and friendly feelings entertained towards us by the people of the Dominion.

I remain with grateful acknowledgments to the Senate and the House of Commons for the honour they have done me,

Very sincerely yours,

GREY.

The Honourable the Speaker presented to the Senate a communication from the Governor General's Secretary.

The same was then read by the Honourable the Speaker, and it is as follows:—

GOVERNOR GENERAL'S OFFICE, CANADA.

OTTAWA, 15th November, 1910. -

SIR,—I have the honour to inform you that His Excellency the Governor General will proceed to the Senate Chamber to open the Session of the Dominion Parliament on Thursday, the 17th November, at Three o'Clock.

I have the honour to be, Sir,

Your obedient servant,

D. O. MALCOLM,

Governor General's Secretary.

The Honourable

The Speaker of the Senate.

The Senate was adjourned during pleasure.

His Excellency the Governor General and Commander in Chief of the Dominion of Canada, being seated on the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House that,—“It is His Excellency's pleasure that they attend him immediately in the Senate.”

Who being come, with their Speaker;
His Excellency the Governor General was then pleased to open the Session with the following gracious Speech to both Houses:—

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:—

When I prorogued Parliament in the month of May last, I was about completing the term usually allotted to the office of Governor General, but it has pleased His Majesty King George V. to continue me as His representative in Canada, and therefore it is my great pleasure again to greet you at the opening of this new session.

I meet you under the shadow of the calamity which has befallen this country and the whole British Empire, in the demise of our beloved sovereign, King Edward VII. His death is mourned, not only by his subjects the world over, but also by all civilized nations who had learned to appreciate the many gifts and qualities which had earned for him the name of Peacemaker, by which he will be known in history.

It is with great pleasure that I congratulate you on the ever-growing prosperity of this favoured land. Trade and Commerce are advancing in all directions with rapid strides. The total volume of imports and exports far exceeds all previous records, and the growth of our industries and internal trade keeps pace with the development of our external commerce.

Whilst in certain of the western Provinces the crops did not realize the sanguine expectations which had been formed in the early spring, yet the total yield was reasonably satisfactory, and the eastern Provinces in this regard have been more than ordinarily blessed. The conditions now existing over the whole country conclusively demonstrate that even with lesser production at some points, the vastness and variety of our resources ensure at all times a high degree of progress for the whole country.

Negotiations for the acquisition from the Admiralty of the two cruisers *Niobe* and *Rainbow* have been carried on with His Majesty's Government, and the two ships have now arrived and are stationed in Canadian waters, in pursuance of the policy adopted last session for the creation of a naval service.

The Hague Tribunal, to which was referred the controversy between Great Britain and the United States, with reference to fisheries in Canadian and Newfoundland waters, has rendered a decision which has been accepted by all parties interested as a fair and equitable adjustment of this long-pending dispute. The result is gratifying, inasmuch as it will tend not only to promote peace and friendship between us and our neighbours, but also to further the practice of settling international questions by means of arbitration.

Marked progress is being made in the construction of the National Transcontinental Railway, and a large quantity of grain is this season finding an outlet from the West to the Great Lakes over this new highway. It is hoped that ere long a satisfactory arrangement can be made for the operation of the finished portions of the line, pending the completion of the road from Moncton to Winnipeg.

The construction of a line of railway to Hudson Bay, which has occupied the attention of the people for many years, has assumed practical shape. Already a contract has been awarded for the construction of a bridge forming part of this railway, across the Saskatchewan river at Pas Mission, and the work is now in progress. During the present session, a measure will be laid before you providing for the prosecution and completion of this work with all possible speed. The connection of the Great West with the Eastern portions of Canada and also with the overseas markets, by this new rail and ocean route, will not only open up a new section of Canada, but will greatly assist in the development of trade, and thus benefit both producers and consumers.

The construction of the bridge across the St. Lawrence river at Quebec, the largest work of its kind ever undertaken, has been receiving the careful attention of my Gov-

ernment, and the utmost care is being observed so that success may be assured. The substructure is now under contract. Tenders for the erection of the superstructure have been received from four responsible companies, and are now being considered.

It is expected that the contract will shortly be awarded and the work pushed forward to completion.

While recognizing the importance of the Canadian home trade and the great value of the market for our staples in the United Kingdom, my Government feel that they should avail themselves of every opportunity to promote friendly commercial relations with the British Colonies and foreign countries, so that our surplus products may be admitted into the markets of those countries on the most favourable terms.

In pursuance of this policy, commercial arrangements, involving reductions of our Customs duties, have been made with Italy and Belgium and a reduced schedule of duties has been granted to the Netherlands.

The desirability of more equitable tariff arrangements between the United States and Canada has long been felt on this side of the border. The commercial policy of the Republic has not hitherto favoured imports from Canada. We have bought largely from the United States, but they have bought much less from us in return. It is gratifying to find that a more liberal policy is now favoured by the neighbouring country, and that the Government at Washington express a desire to establish better trade relations with the Dominion. Following the negotiations which took place some months ago between the President of the United States and my Government, the results of which were at the time communicated to Parliament, a further conference between representatives of the two countries has been held at Ottawa. While no conclusions have been reached, and no formal proposals made, the free discussion of the subject that has taken place encourages my Government to hope that at an early day, without any sacrifice of Canada's interests, an arrangement may be made which will admit many of the products of the Dominion into the United States on satisfactory terms.

A very careful inquiry into the conditions of trade and transportation between the British West Indies and Canada has been held by a Royal Commission appointed by His Late Majesty, including among its members two of my Ministers. The report of the Commission will be laid before you.

In view of the Imperial Conference on Copyright, at which unanimous conclusions were reached in favour of harmonious legislation on this subject throughout the Empire, a Bill to revise and consolidate the law on copyright will be submitted to you.

A measure will be submitted to you in furtherance of the provisions of the treaty recently passed with the United States on the subject of contiguous waters.

Bills will also be introduced respecting banks and banking, terminal elevators at the head of Lake Superior; and with regard to the investigation and betterment of Industrial and Labour conditions and other subjects.

Gentlemen of the House of Commons:—

The accounts of the last year will be laid before you.

The estimates for the coming fiscal year will be submitted for your approval at an early date.

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:—

These important subjects and all matters affecting the public interest I commend to your best consideration and pray that Divine Providence may guide your deliberations.

His Excellency the Governor General was pleased to retire and the House of Commons withdrew.

After some time the Senate was resumed.

The Right Honourable Sir Richard Cartwright presented to the Senate a Bill, intituled: "An Act relating to Railways."

The Bill was read a first time.

The Honourable the Speaker informed the Senate that a copy of His Excellency's Speech had been left in his hands.

The same was then read by His Honour the Speaker.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the Speech of His Excellency the Governor General be taken into consideration by the Senate on Tuesday next.

The Right Honourable Sir Richard Cartwright presented to the Senate,—

The Report of the Department of Marine and Fisheries, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 21, 1911.)

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Gibson, it was

Ordered, That all the Senators present during this Session be appointed a Committee to consider the Orders and Customs of the Senate and Privileges of Parliament, and that the said Committee have leave to meet in the Senate Chamber, when and as often as they please.

With leave of the Senate,

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Young,

That when the Senate adjourns to-day it do stand adjourned until Tuesday next at 3 o'clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until Tuesday next at Three o'clock in the afternoon.

Tuesday, 22nd November, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Lavergne,	Rätz,
Belcourt,	David,	Lougheed,	Roche,
Bolduc,	Davis,	Macdonald	Ross (Halifax),
Boucherville, de	Derbyshire,	(P.E.I.),	Ross
(C.M.G.),	Dessaulles,	MacKeen,	(Sir George W.).
Bowell	Douglas,	McHugh,	Ross (Moosejaw),
(Sir Mackenzie),	Edwards,	McKay (Truro),	Roy,
Boyer,	Ellis,	McLaren,	Scott
Campbell,	Farrell,	McMillan,	(Sir Richard, Kt.),
Cartwright	Fiset,	McMullen,	Talbot,
(Sir Richard),	Forget,	McSweeney,	Tessier,
Casgrain,	Gibson,	Miller,	Thompson,
Chevrier,	Gillmor,	Mitchell,	Watson,
Choquette,	Godbout,	Montplaisir,	Wilson,
Cloran,	Jaffray,	Owens,	Wood,
Coffey,	King,	Poirier,	Yeo,
Comeau,	Kirchhoffer,	Power,	Young.
Costigan,	Landry,		

PRAYERS.

The Honourable the Speaker reported to the Senate that the Clerk had received a certificate from the Clerk of the Crown in Chancery, showing that the Honourable Mr. Lavergne had been summoned to the Senate.

CANADA.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 19th October, 1910.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada by Letters Patent, under the Great Seal, bearing date the 13th October, 1910, Louis Lavergne, of the Town of Arthabaska, in the Province of Quebec, Esquire, as a member of the Senate and a Senator for the Electoral Division of Kennebec, in the Province of Quebec.

CHARLES MURPHY,

Secretary of State.

The Honourable the Speaker informed the Senate that there was a Senator without, ready to be introduced.

When the Honourable Mr. Lavergne was introduced between the Right Honourable Sir Richard Cartwright and the Honourable Mr. Casgrain.

The Honourable Mr. Lavergne presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and it was Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

GREY.

[L.S.]

GEORGE THE FIFTH, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Louis Lavergne, of the Town of Arthabaska, in Our Province of Quebec, in Our Dominion of Canada, Esquire.

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do appoint you for the Kennebec Electoral Division of Our Province of Quebec; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS: Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George; Knight Grand Cross of Our Royal Victorian Order, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this Thirteenth day of October, in the Year of Our Lord One Thousand Nine Hundred and Ten, and in the First Year of Our Reign.

By Command,

CHAS. MURPHY,

Secretary of State.

Whereupon the Honourable Mr. Lavergne came to the Table and took and subscribed the oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, a Commissioner appointed for that purpose: and took his seat accordingly.

The Honourable the Speaker then acquainted the Senate that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Lavergne, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker presented to the Senate the Report of the Joint Librarians on the state of the Library for the year 1910.

The same was then read by the Clerk, and it is as follows:—

To the Senate:

The joint Librarians of the Library of Parliament have the honour to report as follows for the year 1910:

The question of improved trade relations with the United States having been much discussed during the recess, the Librarians have reprinted in the annual catalogue, with additions to date, the list of references to the subject of Reciprocity printed previously in 1894. This list has been compiled with much care, and Members are reminded that it would be well to preserve it for future use, as in the nature of things, it will go out of print and will shortly be unobtainable. The Catalogue containing it will be distributed at an early date.

All the current literature of the day has been procured in as full a measure as the resources of the Library will permit. These resources are more heavily taxed now than in previous years, owing to various causes, and a small addition to the Library grant has been asked for. The expenditure for books in the Library has been managed with some degree of economy, and the grant has been increased but once in five and twenty years.

The problem of providing increased space in the Library still presses for solution. The Librarians have the honour to remind Parliament that for many years past, this subject has been presented for consideration in their annual report. The plans prepared in 1904 by the Chief Architect were accepted by the Librarians as highly satisfactory, and looked on favourably by the Joint Committee; but owing to various causes, nothing has been done regarding them. No proposition that has since been made seems to the Librarians to be as acceptable as the plans of 1904, which are simple, feasible and economical; and which admitted of control of the Library without any increase of staff.

The statistics of the Library will be presented to the Committee at its first meeting.

The Annual Catalogue of accessions is in the hands of the printers and will be distributed at an early date.

The list of donations is hereto annexed.

All of which is respectfully submitted.

A. D. DECELLES, *G.L.*

MARTIN J. GRIFFITH, *P.L.*

Library of Parliament,

November 17th, 1910.

(For list of donations to the Library, Vide Sessional Papers, No. 33.)

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration by the Senate on Friday next.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Young, for the Honourable Mr. Bostock—Of the British Columbia Southern Railway Company; of the Kootenay and Arrowhead Railway Company; of the Vancouver and Lulu Island Railway Company; of the Alberta Railway and Irrigation Company.

By the Honourable Mr. Casgrain—Of the Montreal Park and Island Railway Company.

By the Honourable Mr. Gibson—Of the Mather Bridge and Power Company.

By the Honourable Mr. Watson—Of the Canadian Pacific Railway Company; and of the Manitoba and Northwestern Railway Company of Canada.

By the Honourable Mr. Derbyshire—Of the Campbellford, Lake Ontario and Western Railway Company.

By the Honourable Mr. McMullen—Of the Walkerton and Lucknow Railway Company; of the South Ontario Pacific Railway Company; of the Georgian Bay and Seaboard Railway Company; and of the Guelph and Goderich Railway Company.

By the Honourable Mr. Belcourt—Of the E. B. Eddy Company, Limited.

The Right Honourable Sir Richard Cartwright presented to the Senate,—The Annual Report of the Department of Railways and Canals for the fiscal year from April 1, 1909, to March 31, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 20, 1911.)

Also, Sixth Annual Report of the Commissioners of the Transcontinental Railway for the fiscal year ending March 31, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 37, 1911.)

Also, Fifth Report of the Board of Railway Commissioners for Canada for the year ending March 31, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 20c, 1911.)

Also, General Orders to the Militia for the period from 1st November, 1909, to 18th October, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 41.)

And, Also, the Forty-third Annual Report of the Department of Marine and Fisheries, 1909-10.—Fisheries.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 22, 1911.)

The Order of the Day being read for the consideration of His Excellency's Speech from the Throne at the opening of the Third Session of the Eleventh Parliament.

The Honourable Mr. Roche moved, seconded by the Honourable Mr. Belcourt,

That the following Address be presented to His Excellency the Governor General to offer the humble thanks of this House to His Excellency for the gracious Speech which he has been pleased to make to both Houses of Parliament, namely:—

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Cross of the Royal Victorian Order, &c., &c., Governor General and Commander in Chief of the Dominion of Canada:

MAY IT PLEASE YOUR EXCELLENCY:

We, His Majesty's most dutiful and loyal subjects, the Senate of Canada, in Parliament assembled, beg leave to offer our humble thanks to Your Excellency for the gracious Speech which Your Excellency has addressed to both Houses of Parliament.

After Debate,

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That further debate on the said motion be postponed until to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Wednesday, 23rd November, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	Costigan,	Lavergne,	Ratz,
Beique,	Dandurand,	Legris,	Roche,
Belcourt,	David,	Lougheed,	Ross (Halifax),
Bolduc,	Davis,	MacKay (Alma),	Ross
Boucherville, de	Derbyshire,	MacKeen,	(Sir George W.),
(C.M.G.),	Dessaulles,	McHugh,	Ross (Moosejaw),
Bowell	Douglas,	McKay (Truro),	Roy,
(Sir Mackenzie),	Edwards,	McLaren,	Scott
Boyer,	Ellis,	McMillan,	(Sir Richard),
Campbell,	Farrell,	McMullen,	Talbot,
Cartwright	Fiset,	McSweeney,	Tessier,
(Sir Richard),	Gibson,	Miller,	Thompson,
Casgrain,	Gillmor,	Mitchell,	Watson,
Chevrier,	Godbout,	Montplaisir,	Wilson,
Choquette,	Jaffray,	Owens,	Wood,
Cloran,	King,	Poirier,	Yeo,
Coffey,	Kirchhoffer,	Power,	Young.
Comeau,	Landry,	Prince,	

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Coffey—Of D. A. Stewart and others, Provincial Directors of the London and North Western Railway Company.

By the Honourable Mr. Derbyshire—Of J. H. Meikle and others (Commercial Travellers Assurance Company of Canada).

By the Honourable Mr. Lavergne—Of the Orford Mountain Railway Company.

By the Honourable Mr. Jaffray—Of Ethel May Hornell, of the City of Toronto praying for a Bill of Divorce from her husband David Wyllie Hornell, of the City of Montreal.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That pursuant to Rule 77, a Committee of Selection be appointed to nominate Senators to serve on the several Standing Committees during the present Session, and to report with all convenient speed the names of the Senators so nominated, the said Committee to consist of the following Senators:—

The Honourable Sir Mackenzie Bowell, the Honourable Messieurs Gibson, Lougheed, Beique, Miller, Power, Watson, Casgrain and Ross (Moosejaw).

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly

The Senate according to Order resumed the

Further consideration of His Excellency the Governor General's Speech on the occasion of the opening of the Third Session of the Eleventh Parliament, and the motion of the Hon. Mr. Roche, seconded by the Hon. Mr. Belcourt, that an humble Address be presented to His Excellency the Governor General in answer thereto.

After further debate,

The question of concurrence being put on the said motion, the same was unanimously resolved in the affirmative.

Ordered, That the following Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council, for the gracious Speech which he has been pleased to make to both Houses of Parliament; namely:—

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and St. George; Knight Grand Cross of the Royal Victorian Order; &c., &c.; Governor General and Commander in Chief of the Dominion of Canada:

MAY IT PLEASE YOUR EXCELLENCY:

We, His Majesty's most dutiful and loyal subjects, the Senate of Canada, in Parliament assembled, beg leave to offer our humble thanks to Your Excellency for the gracious Speech which Your Excellency has addressed to both Houses of Parliament.

The Right Honourable Sir Richard Cartwright presented to the Senate,—Report of the Department of Customs for the fiscal year ended March 31, 1910.

Ordered, That the same do lie on the Table and it is as follows:—

(Vide Sessional Papers, No. 11, 1911.)

Also the Report of the Minister of Agriculture for the Dominion of Canada for the year ended March 31, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 15, 1911.)

Also, the Report of the Department of Trade and Commerce for the year ended March 31, 1910. Part I. Canadian Trade—Imports into and exports from Canada. Part II. Canadian Trade—France, Germany, United Kingdom, United States. Part III. Canadian Trade with Foreign Countries.

Ordered, That the same do lie on the Table and they are as follow:—

(Vide Sessional Papers, No. 10, 10a, 10b, 1911.)

Also, Appendix to the Report of the Minister of Agriculture—Experimental Farms Reports for the year ending March 31, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 15, 1911.)

Also, Ordinances of the Yukon Territory passed by the Yukon Council in the year 1909.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 40.)

Also, Report of the Postmaster General for the year ended March 31, 1910.
Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 24, 1911.)

And Also, Reports, Returns and Statistics of the Inland Revenues of the Dominion of Canada for the year ended March 31, 1910. Part I, Excise. Part II, Weights and Measures, Gas and Electricity. Part III, Adulteration of Food.

Ordered, That the same do lie on the Table, and they are as follow:—

(Vide Sessional Papers, No. 12, 13, 14, 1911.)

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 24th November, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Lougheed,	Ross (Halifax),
Beique,	David,	MacKay (Alma),	Ross
Bolduc,	Davis,	MacKeen,	(Sir George, W.),
Boucherville, de	Derbyshire,	McHugh,	Ross
(C.M.G.),	Dessaulles,	McKay (Truro),	(Moosejaw),
Bowell	Douglas,	McLaren,	Roy,
(Sir Mackenzie),	Ellis,	McMillan,	Scott
Boyer,	Farrell,	McMullen,	(Sir Richard, Kt.),
Campbell,	Fiset,	McSweeney,	Talbot,
Cartwright	Gibson,	Miller,	Tessier,
(Sir Richard),	Gillmor,	Montplaisir,	Thompson,
Casgrain,	Godbout,	Owens,	Watson,
Chevrier,	Jaffray,	Poirier,	Wilson,
Choquette,	King,	Power,	Wood,
Cloran,	Kirchhoffer,	Prince,	Yeo,
Coffey,	Landry,	Ratz,	Young.
Comeau,	Legris,	Roche,	
Costigan,	Lavergne,		

PRAYERS.

Pursuant to the Order of the Day the following petitions were severally read:—

Of the British Columbia Southern Railway Company; praying for legislation extending the time for the construction of certain authorized branches of their railway.

Of the Kootenay and Arrowhead Railway Company; praying for legislation extending the time for the completion of their railway.

Of the Vancouver and Lulu Island Railway Company; praying for legislation extending the time for the construction of certain branch lines.

Of the Alberta Railway and Irrigation Company; praying for legislation extending the time for the construction of their proposed line of railway.

Of the Montreal Park and Island Railway Company; praying for the passing of an Act extending the time for the construction and completion of its undertaking, and for changing the date of its annual meeting.

Of the Mather Bridge and Power Company; praying for legislation extending the time for the completion of their works, and amending certain Clauses of their Act of Incorporation.

Of the Canadian Pacific Railway Company; praying for legislation empowering them to lay out and construct proposed branch lines; extending the time for building certain authorized branches, and increasing its bonding power in respect of its Toronto-Sudbury branch.

Of the Manitoba and North Western Railway Company of Canada; praying for legislation extending the time for the completion of their proposed works; and changing the terminus of their authorized line between Theodore and Insinger.

Of the Campbellford, Lake Ontario and Western Railway Company; praying for legislation changing the route of their proposed railway, and increasing their bonding powers.

Of the Walkerton and Lucknow Railway Company; praying for legislation extending the time for the construction of their railway.

Of the South Ontario Pacific Railway Company; praying for legislation empowering them to build a railway from a point at or near Guelph to a point at or near Hamilton, and for increasing their bonding powers.

Of the Georgian Bay and Seaboard Railway Company; praying for legislation increasing its bonding powers, and authorizing it to change its point of connection with the Ontario and Quebec Railway.

Of the Guelph and Goderich Railway Company; praying for legislation extending the time for constructing its branch to St. Marys and Clinton; and

Of the E. B. Eddy Company, Limited; praying for legislation empowering them to increase their Capital Stock to such an amount as the Stockholders may deem necessary.

The Honourable Mr. Gibson, from the Committee of Selection appointed to nominate the Senators to serve on the several Standing Committees for the present Session, presented their First Report.

Ordered, That it be received, and the same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 24th November, 1910.

The Committee of Selection, appointed to nominate the Senators to serve on the several Standing Committees for the present Session, have the honour to report herewith the following lists of Senators selected by them to serve on each of the following Standing Committees, namely:—

The Joint Committee on the Library of Parliament.—The Honourable the Speaker, The Honourable Messieurs Boucherville, de, C.M.G., Boyer, Cartwright, Sir Richard, G.C.M.G., Chevrier, Costigan, Davis, Derbyshire, Douglas, Gillmor, Jaffray, McHugh, Miller, Poirier, Ross, Sir George W., Wilson.—16.

Joint Committee on the Printing of Parliament.—The Honourable Messieurs Carling, Sir John, K.C.M.G., Chevrier, Choquette, Cloran, Coffey, Comeau, Derbyshire, DeVeber, Domville, Ellis, Frost, Gillmor, Legris, MacKay (Alma), MacKeen, Prince, Ratz, Riley, Ross (Halifax), Roy, Talbot.—21.

The Committee on Standing Orders.—The Honourable Messieurs Belcourt, Farrell, Landry, Lavergne, McKay (Truro), Power, Tessier, Yeo, Young.—9.

The Committee on Banking and Commerce.—The Honourable Messieurs Beique, Bowell, Sir Mackenzie, K.C.M.G., Campbell, Cartwright, Sir Richard, G.C.M.G., Casgrain, Cox, Dandurand, Dessaulles, Edwards, Forget, Gibson, Jaffray, Jones, Loughed, Macdonald (P.E.I.), MacKay (Alma), MacKeen, McDonald (Cape Breton), McMillan, McMullen, McSweeney, Mitchell, Roche, Ross (Halifax), Ross (Sir George W., Kt.), Ross (Moosejaw), Scott (Sir Richard, Kt.), Shehyn, Thibaudeau, Thompson, Wood, Yeo.—32.

Committee on Railways, Telegraphs and Harbours.—The Honourable Messieurs Baird, Beique, Belcourt, Bolduc, Bostock, Bowell, Sir Mackenzie, K.C.M.G., Carling, Sir John, K.C.M.G., Cartwright, Sir Richard, G.C.M.G., Casgrain, Choquette, Cloran, Cox, Dandurand, David, Davis, DeVeber, Domville, Douglas, Edwards, Ellis, Fiset,

Forget, Frost, Gibson, Godbout, Jones, King, Kirchhoffer, Landry, Lougheed, Macdonald (Victoria), McDonald (Cape Breton), McHugh, McKay (Truro), McLaren, McMillan, McMullen, Mitchell, Owens, Poirier, Power, Riley, Robertson, Ross (Moosejaw), Scott, Sir Richard, Kt., Talbot, Tessier, Thompson, Watson, Young.—50.

The Committee on Miscellaneous Private Bills.—The Honourable Messieurs Baird, Béique Beith, Belcourt, Bostock, Boucherville, de, C.M.G., Boyer, Campbell, Cloran, Coffey, Comeau, Dandurand, David, Domville, Douglas, Edwards, Farrell, Godbout, King, Legris, McHugh, Montplaisir, Ratz, Ross (Halifax), Shehyn.—25.

The Committee on Internal Economy and Contingent Accounts.—The Honourable Messieurs Beith, Bolduc, Dandurand, Fiset, Frost, Gibson, Landry, McDonald (Cape Breton), McKay (Truro), MacKeen, McLaren, McSweeney, Miller, Montplaisir, Owens, Prince, Power, Riley, Ross (Moosejaw), Roy, Thompson, Watson, Wilson, Wood, Yeo.—25.

The Committee on Debates and Reporting.—The Honourable Messieurs Coffey, Costigan, Dandurand, Ellis, Lavergne, Poirier, Power, Ross (Sir George W.), Roy.—9.

The Committee on Divorce.—The Honourable Messieurs Bostock, Cox, Jones, Kirchhoffer, Lougheed, McMullen, Wilson, Wood, Young.—9.

The Committee on Agriculture and Forestry.—The Honourable Messieurs Baird, Beique, Boyer, Derbyshire, Edwards, King, Prince, Talbot, Young.—9.

The Committee on Immigration and Labour.—The Honourable Messieurs Beith, Bolduc, Dandurand, Davis, Frost, Jaffray, McMullen, Riley, Watson.—9.

The Committee on Commerce and Trade Relations of Canada.—The Honourable Messieurs Bowell, Sir Mackenzie, K.C.M.G., Campbell, Domville, Jones, MacKeen, McSweeney, Owens, Ross (Sir George, W.), Tessier.—9.

The Committee on Public Health and Inspection of Foods.—The Honourable Messieurs Comeau, David, DeVeber, Douglas, Fiset, McMillan, Robertson, Roy, Wilson.—9.

The Committee on Civil Service Administration.—The Honourable Messieurs Belcourt, Boucherville, de, C.M.G., Bostock, Ellis, Landry, Lougheed, Power, Roche, Yeo.—9.

The Committee on Public Buildings and Grounds.—The Honourable Messieurs Casgrain, Choquette, Costigan, Cox, Kirchhoffer, McLaren, McSweeney, Ross (Halifax), Ross (Moosejaw).—9.

The Joint Committee on the Restaurant.—His Honour the Speaker, the Honourable Messieurs Campbell, Landry, Lougheed, Watson.—5.

All which is respectfully submitted.

WM. GIBSON,
Chairman.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate copies of all Orders in Council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the Province of Quebec, the appointment of his successor, the application for leave of absence, and the appointment of an Administrator during the absence from the country of His Honour Sir Pantaleon Pelletier.

The question of concurrence being put thereon the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for a Return of all correspondence between the Government, some of its members or employees, and the engineers appointed to prepare the plans of the new bridge to replace the one which collapsed at Quebec in the year 1907.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a statement showing in as many distinct columns:—

1. The name of the electoral district;
2. The name of the parish, township, town or city;
3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last Session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite;
4. The date of the presentation of each of these petitions;
5. The names, in each case, of the Member or Senator who presented these petitions.

Ordered, That a Message be sent accordingly to the House of Commons by one of the Masters in Chancery.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for a Return of copies of correspondence between Major J. D. Brousseau, P.A.M.C. (acting), and his superiors with respect to any complaints or reports concerning him.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for a Return of copies of all correspondence between Lt.-Col. Pelletier, Commanding the 7th Military District, and Lt.-Col. Bacon, Commanding the 61st Regiment, and the Superior Military authorities, with respect to any complaint or report concerning the Commandant of the 61st Regiment, active militia.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency; praying that His Excellency will cause to be laid before the Senate copies of all Orders in Council and correspondence respecting the establishment in this country, of graving docks, under the provisions of legislation adopted, in view thereof, by Parliament.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all Orders in Council, of all decisions rendered by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Eminence Cardinal Vannutelli.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for the following information:—

1. Has the Department of the Naval Service, which was created by the legislation of last session, been regularly organized and put in operation?
2. Who has been appointed Deputy Minister by the Governor in Council?
3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council?
4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service?
5. Who among these officials and clerks come from elsewhere?
6. What is the salary of each of the officials?

The Honourable Mr. Landry called the attention of the Government to the following facts:—

I. On the 14th of April, 1910, the Senate adopted a resolution which reads as follows:—

“The Honourable Mr. Landry moved, seconded by the Honourable Mr. David,

“That in the opinion of this House the most elementary justice and respect for the constitution demand that every time laws, regulations, Orders in Council, or any documents concerning the public in general, are published in English in *The Canada Gazette*, that journal, which is the official organ of the country, ought equally to contain the publication in the French language of the same laws, regulations, Orders in Council, or documents concerning the public in general.

“The question of concurrence being put thereon, the same was

“Resolved in the affirmative, and

“Ordered accordingly.”

II. On the 16th April, 1910, *The Canada Gazette* of that date published at length in English the following Acts which became law:—

(a) An Act to amend the Exchequer Court Act.

(b) An Act to amend the Government Annuities Act, 1908.

III. On the 4th June, 1910, *The Canada Gazette* published at length in English the following Acts that became law:—

(a) An act to amend the Government Annuities Acts, 1908.

(b) An Act to incorporate the Canadian Northern Alberta Railway Company and to aid in the construction of its railway.

(c) An Act to assist in maintaining an independent and efficient service of telegraphic news from Great Britain for publication in the Canadian press.

(d) An Act to amend the Civil Service Act.

(e) An Act to provide for the investigation of combines, monopolies, trusts and mergers.

(f) An Act to amend the Criminal Code.

(g) An Act to amend the Criminal Code.

(h) An Act to amend the Criminal Code.

(i) An Act to amend the Criminal Code respecting injuries to persons due to motor vehicles.

(j) An Act respecting the Currency.

(k) An Act to amend the Customs and Fisheries Protection Act.

(l) An Act to amend the Customs Tariff, 1907.

(m) An Act to encourage the construction of Dry Docks.

(n) An Act respecting Escheats.

(o) An Act to amend the Exchequer Court Act.

(p) An Act to amend the Fisheries Act.

(q) An Act respecting a certain supplementary convention between His Majesty and the President of the French Republic.

(r) An Act to correct a clerical error in the French Convention Act, 1908.

(s) An Act to amend The Gas Inspection Act.

(t) An Act to amend the Government Railways Act.

(u) An Act to authorize the Government of Canada to acquire, by lease, lines of railway connecting with the Government Railways.

(v) An Act to provide for the adjudication of small claims arising in respect of the operation of Government Railways.

(w) An Act to amend the Indian Act.

(x) An Act to amend the Industrial Disputes Investigation Act, 1907.

(y) An Act to amend the Inland Revenue Act.

(z) An Act to prevent the introduction or spreading of Insects, Pests and Diseases destructive to vegetation.

(aa) An Act respecting Bounties on Iron and Steel made in Canada.

(bb) An Act to amend the Irrigation Act.

(cc) An Act to amend the Judges Act.

(dd) An Act to amend the Land Titles Act.

(ee) An Act respecting the payment of Bounties on Lead, &c.

(ff) An Act to amend the Meat and Canned Foods Acts.

(gg) An Act to amend the Militia Pension Act.

(hh) An Act to provide for further advance to the Harbour Commissioners of Montreal.

(ii) An Act to amend the Act respecting the National Battlefields at Quebec.

(jj) An Act respecting the Commission for the conservation of Natural Resources.

IV. On the 11th of June, 1910, *The Canada Gazette* published at length in English the following Acts, which became law.

(a) An Act respecting Immigration.

(b) An Act respecting Insurance.

(c) An Act respecting the Naval Service of Canada.

(d) An Act to amend the Navigable Waters Protection Act.

(e) An Act respecting the City of Ottawa.

(f) An Act to provide for the payment of bounties on Crude Petroleum.

(g) An Act to amend the Post Office Act.

(h) An Act to amend the Prisons and Reformatories Act.

- (i) An Act to authorize the sale or other disposal of certain public lands, &c.
- (j) An Act to amend the Railway Act.
- (k) An Act to authorize the granting of subsidies in aid of the construction of lines of railway.
- (l) An Act to amend the Royal Military College Act.
- (m) An Act to authorize the erection of certain wharfs and buildings in the Harbour of St. John.
- (n) An Act to amend the Seed Control Act.
- (o) An Act to amend the Telegraphs Act.
- (p) An Act to correct an error in the Telegraphs Act.
- (q) An Act to control the rates and facilities of Ocean Cable Companies, &c.
- (r) An Act to amend the Canada Temperance Act.
- (s) An Act to provide for the testing of Glass Ware, &c.
- (t) An Act to amend the Volunteer Bounty Act.
- (u) An Act respecting the Water Carriage of Goods.
- (v) An Act to amend the Winding-up Act.

V. *The Canada Gazette* has not at any time from the 16th of April, 1910, up to this date published the French version of the sixty Acts hereinabove cited.

And inquired.

Why, in face of the positive Order of this House, has the Minister who controls the publication of *The Canada Gazette* not thought it his duty to grant the French element of this country that measure of justice which the constitution that governs us guarantees to it?

Is it the intention of the Government to persist in this denial of justice or to give its officers the order to comply with the obligations which both the laws of the country and the orders of this House impose upon them?

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott.

The Senate adjourned.

Friday, 25th November, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Roche,
Balcourt,	Davis,	MacKeen,	Ross (Halifax),
Bonduc,	Dessaulles,	McHugh,	Ross
Boucherville, de	Douglas,	McKay (Truro),	(Sir George W.),
(C.M.G.),	Ellis,	McLaren,	Ross (Moosejaw),
Bowell	Farrell,	McMillan,	Roy,
(Sir Mackenzie),	Fiset,	McMullen,	Scott
Boyer,	Gibson,	McSweeney,	(Sir Richard),
Cartwright	Gillmor,	Miller,	Talbot,
(Sir Richard),	Godbout,	Montplaisir,	Tessier,
Chevrier,	Jaffray,	Owens,	Thompson,
Cloran,	King,	Poirier,	Watson,
Coffey,	Landry,	Power,	Wilson,
Comeau,	Lavergne,	Prince,	Yeo,
Costigan,	Legris,	Ratz,	Young,

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Davis,—Of D. Madeline Peterson, of the City of Toronto and Province of Ontario; praying for a Bill of Divorce from her husband Francis John Peterson, of the City of Toronto; and

Of Maggie Florence Sadler, of the City of Toronto; praying for a Bill of Divorce from her husband Walter A. Sadler, of the City of Toronto.

By the Honourable Mr. McMullen,—Of the Collingwood Southern Railway Company.

Pursuant to the Order of the Day the following Petitions were severally read:—

Of D. A. Stewart and others, Provisional Directors of the London and North-western Railway Company; praying for legislation extending the time for the commencement and completion of their railway.

Of J. H. Meikle and others; praying to be incorporated as The Commercial Travellers' Accident Assurance Company of Canada; and

Of the Orford Mountain Railway Company; praying for legislation authorizing them to construct a line of railway from Mansonville to the International Boundary, and increasing its bonding powers.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—Report of the Royal Commission on Trade Relations between Canada and the West Indies, and Appendices.

Part II., Minutes of Evidence taken in Canada. Part III., Minutes of Evidence taken in West Indies. Part IV., Minutes of Evidence taken in London, and Appendices.

Ordered, That the same do lie on the Table, and they are as follow:—

(Vide Sessional Papers, No. 38.)

The Order of the Day being read for the consideration of the Report of the Joint Librarians of Parliament,

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the said Report be received and approved.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the First Report of the Committee of Selection to nominate the Senators to serve on the several Standing Committees,

The Honourable Mr. Gibson moved, seconded by the Honourable Mr. Legris,

That the said Report be adopted.

The question of concurrence being put thereon, it was resolved in the affirmative, and

Ordered accordingly.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That when the Senate adjourns to-day it do stand adjourned until Tuesday next, at three o'clock in the afternoon, and that unless differently ordered by the Senate, it shall stand so adjourned on all future Fridays.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at three o'clock in the afternoon.

Tuesday, November 29th, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Ratz,
Belcourt,	Dandurand,	Legris,	Roche,
Bolduc,	David,	McHugh,	Ross (Halifax),
Boucherville, de,	Davis,	McKay (Truro),	Ross
(C.M.G.),	Derbyshire,	McLaren,	(Sir George W.),
Bowell	Dessaulles,	McMillan,	Roy,
(Sir Mackenzie),	Douglas,	McMullen,	Scott
Boyer,	Edwards,	McSweeney,	(Sir Richard),
Cartwright	Ellis,	Miller,	Talbot,
(Sir Richard),	Farrell,	Mitchell,	Tessier,
Casgrain,	Fiset,	Montplaisir,	Thompson,
Chevrier,	Gibson,	Owens,	Watson,
Choquette,	Jaffray,	Poirier,	Wilson,
Cloran,	King,	Power,	Yeo.
Coffey,	Kirchhoffer,	Prince,	Young.
Comeau,			

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Young,—Of Gerald S. Ruel and others. (Canadian Northern Branch Lines Railway Company.)

By the Honourable Mr. Lavergne,—Of the Canadian Northern Quebec Railway Company.

Pursuant to the Order of the Day the following petition was read:—

Of the Collingwood Southern Railway Company; praying for legislation extending the time for the construction of their railway.

With leave of the Senate,

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the Senators mentioned in the Report of the Committee of Selection as having been chosen to serve on the several standing Committees during the present session, be and they are hereby appointed to form part of and constitute the several Committees with which their respective names appear in said Report, to inquire into and report upon such matters as may be referred to them from time to time; and the Committee on Standing Orders is authorized to send for persons, papers and records required.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That a Message be sent to the House of Commons by one of the Clerks, to inform that House that the Honourable Messieurs Boucherville, de, C.M.G., Boyer, Cartwright, Sir Richard, G.C.M.G., Chevrier, Costigan, Davis, Derbyshire, Douglas, Gillmor, Jaffray, McHugh, Miller, Poirier, Ross, Sir George W. and Wilson have been appointed a Committee to assist His Honour the Speaker in the direction of the Library of Parliament, so far as the interests of the Senate are concerned, and to act on behalf of the Senate as members of a Joint Committee of both Houses on the said Library.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That a Message be sent to the House of Commons by one of the Clerks, to inform that House that the Honourable Messieurs Carling, Sir John, K.C.M.G., Chevrier, Choquette, Cloran, Coffey, Comeau, Derbyshire, DeVeber, Domville, Ellis, Frost, Gilmor, Legris, MacKay (Alma), MacKeen, Prince, Ratz, Riley, Ross (Halifax), Roy and Talbot have been appointed a Committee to superintend the printing of the Senate during the present session, and to act on behalf of the Senate as members of a Joint Committee of both Houses on the subject of the Printing of Parliament.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That a Message be sent to the House of Commons by one of the Clerks, to inform that House that the Honourable Messieurs Campbell, Landry, Lougheed, and Watson have been appointed a Committee to assist His Honour the Speaker in the direction of the Restaurant of Parliament, so far as the interests of the Senate are concerned, and to act on behalf of the Senate as Members of a Joint Committee of both Houses on the said Restaurant.

A Message was brought from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS,

MONDAY, 28th November, 1910.

Resolved, That a Message be sent to the Senate, requesting that their Honours will unite with this House in the formation of a Joint Committee of both Houses on the subject of the Printing of Parliament, and that the members of the Select Standing Committee on Printing, viz:—Messieurs Allen, Bickerdike, Bristol, Douglas, Fowke, Gervais, Gordon (Nipissing), Henderson, Hughes, King, Maclean (York, S.), McColl, McIntyre, McLean (Huron), Magrath, Martin (Montreal, St. Mary's), Murphy, Nantel, Pardee, Rhodes, Taylor (Leeds), Taylor (New Westminster), Verville, White (Victoria, Alberta), and Wilson (Lennox and Addington), will act as members, on the part of this House, on the said Joint Committee on the Printing of Parliament.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

A Message was brought from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS,

MONDAY, 28th November, 1910.

Resolved, That a Message be sent to the Senate, informing their Honours that this House has appointed Messieurs Aylesworth, Beland, Borden (Sir Frederick), Borden (Halifax), Bristol, Brodeur, Daniel, Doherty, Foster, Laurier (Sir Wilfrid), Lemieux, Lewis, Monk, Pardee, Pugsley, Smith (Nanaimo) and Wilcox, a Committee to assist His Honour the Speaker in the direction of the Library of Parliament, so far as the interests of the House of Commons are concerned, and to act on behalf of the House of Commons as members of a Joint Committee of both Houses on the Library.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

The Honourable Mr. Coffey, from the Standing Committee on Debates and Reporting, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Debates and Reporting have the honour to make their First Report:—

Your Committee recommend that their quorum be reduced to three (3) members.

All which is respectfully submitted.

THOS. COFFEY,

Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Davis, from the Standing Committee on Immigration and Labour, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8,

TUESDAY, 29th November, 1910.

The Committee on Immigration and Labour beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to three (3) members.

All which is respectfully submitted.

THOS. O. DAVIS,

Chairman.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Tessier, it was

Ordered, That the said Report be adopted.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Miscellaneous Private Bills have the honour to make their First Report:—

Your Committee recommend that their quorum be reduced to seven (7) members. All which is respectfully submitted.

GEORGE McHUGH,

Chairman.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Power, from the Standing Committee on Civil Service Administration, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8,

TUESDAY, 29th November, 1910.

The Committee on Civil Service Administration beg leave to present their First Report as follows:—

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

L. G. POWER,

Chairman.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Standing Orders have the honour to present their First Report.

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Standing Orders have the honouor to present their Second Report.

Your Committee recommend that the time limited for presenting Petitions for Private Bills, which expires on Thursday, the eighth day of December next, be extended to Friday the seventeenth day of February next.

Also that the time limited for presenting Private Bills, which expires on Thursday, the fifteenth day of December next, be extended to Friday the twenty-fourth day of February next.

And also, that the time limited for receiving Reports from any Standing or Select Committee on a Private Bill, which expires on Thursday, the twenty-third day of December next, be extended to Friday the tenth day of March next.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

With leave of the Senate,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That Rule 24 (a) and (h) be suspended in so far as this Report is concerned and that the said Report be adopted.

The Honourable Mr. Edwards, from the Standing Committee on Agriculture and Forestry, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Agriculture and Forestry beg to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

P. TALBOT,
Acting Chairman.

On motion of the Honourable Mr. Edwards, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the said Report be adopted.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—The Annual Return under Chap. 125 (R.S.C., 1906), intituled "An Act respecting Trades Unions," and submitted to Parliament in compliance with section 33 of the said Act.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 50.)

Also, a detailed statement of all Bonds or Securities registered in the Department of the Secretary of State of Canada since the last Return (25th November, 1909).

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 49.)

The Honourable Mr. Davis, presented to the Senate a Bill (A) intituled: "An Act to provide for the incorporation of Railway Companies."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Davis, presented to the Senate a Bill (B) intituled: "An Act to amend the Dominion Lands Act."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand.

The Senate adjourned.

Wednesday, 30th November, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Landry,	Prince,
Béique,	Daudurand,	Lavergne,	Ratz,
Bolduc,	David,	Legris,	Roche,
Boucherville, de (C.M.G.),	Davis, Derbyshire,	MacKay (Alma), MacKeen,	Ross (Halifax), Ross (Sir George W.),
Bowell (Sir Mackenzie),	Dessaulles, Douglas,	McHugh, McKay (Truro),	Roy, Scott
Boyer,	Edwards,	MacLaren,	(Sir Richard),
Campbell,	Ellis,	McMillan,	Talbot,
Cartwright (Sir Richard),	Farrell, Fiset,	McMullen, McSweeney,	Tessier, Thompson,
Casgrain,	Gibson,	Miller,	Watson,
Chevrier,	Jaffray,	Mitchell,	Wilson,
Choquette,	Jones,	Montplaisir,	Yeo,
Cloran,	King,	Poirier,	Young.
Coffey,	Kirchhoffer,	Power,	
Comeau,			

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Douglas,—Of A. H. Tasker and others, of the City of Regina in the Province of Saskatchewan. (Security Trusts Corporation.)

By the Honourable Mr. Coffey,—Of the McClary Manufacturing Company.

By the Honourable Mr. Campbell,—Of the Pontiac Central Railway Company.

By the Honourable Mr. Gibson,—Of Cyrenus J. Laughlin, Jr., of Welland, in the Province of Ontario, and others of elsewhere. (Niagara, Welland and Lake Erie Railway Company.)

By the Honourable Mr. Davis,—Of Jos. A. Powell and others of Edmonton, in the Province of Alberta. (Alberta-Saskatchewan Life Insurance Company.)

By the Honourable Mr. Young for the Honourable Mr. Bostock,—Of J. Wolkenstein and others, of the City of New York and State of New York. (British Columbia and Dawson Railway Company.)

By the Honourable Mr. Jones,—Of the Brockville, Westport and Northwestern Railway Company; of the Bay of Quinté Railway Company; and of the Canadian Northern Ontario Railway Company.

The Honourable Mr. Thompson, from the Standing Committee on Internal Economy and Contingent Accounts, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th November, 1910.

The Committee on Internal Economy and Contingent Accounts beg leave to make their First Report, as follows:—

Your Committee recommend that their quorum be reduced to nine (9) members.
All which is respectfully submitted.

F. P. THOMPSON,
Chairman.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Gibson, from the Standing Committee on Banking and Commerce, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th November, 1910.

The Committee on Banking and Commerce beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to nine (9) members.
All which is respectfully submitted.

WM. GIBSON,
Chairman.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Béique, from the Standing Committee on Railways, Telegraphs and Harbours, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th November, 1910.

The Standing Committee on Railways, Telegraphs and Harbours, beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to nine (9) members.
All which is respectfully submitted.

F. L. BEIQUE,
Chairman.

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Douglas, Acting Chairman of the Standing Committee on Public Health and Inspection of Foods, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

TUESDAY, 29th November, 1910.

The Standing Committee on Public Health and Inspection of Foods beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

JAMES MOFFAT DOUGLAS,

Chairman (pro tem)

On motion of the Honourable Mr. Douglas, seconded by the Honourable Mr. Davis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Casgrain, from the Standing Committee on Public Buildings and Grounds, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th November, 1910.

The Committee on Public Buildings and Grounds beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

J. P. B. CASGRAIN,

Chairman.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Sir George W. Ross, from the Standing Committee on Commerce and Trade Relations, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th November, 1910.

The Committee on Commerce and Trade Relations of Canada beg to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to three (3) members. All which is respectfully submitted.

GEO. W. ROSS,

Chairman.

On motion of the Honourable Sir George W. Ross, seconded by the Honourable Mr. Bolduc, it was

Ordered, That the said Report be adopted.

With leave of the Senate,
The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That when the Senate adjourns to-morrow, it do stand adjourned until Wednesday the eleventh day of January next at Three o'clock in the afternoon.

The question of concurrence being put therein the same was resolved in the affirmative and

Ordered accordingly.

The Honourable Sir Mackenzie Bowell called the attention of the Government to the following special cablegram which appeared in the *Toronto Mail and Empire* on the 26th instant:—

“London, Saturday, November 26.—The *Times* says that a proposal is under consideration for a State-owned cable between Great Britain and Canada. The route was surveyed in 1860. It runs from Scotland to the Faroe Islands, thence to Greenland, and thence to Hamilton Inlet, Labrador.

“The estimated cost is £850,000, which, it is figured, would permit a charge of nine cents a word for ordinary and five cents for press messages.”

And inquired of the Leader of the Senate, if any proposals have been made to the Government of Canada of the character indicated in the above cablegram, and if so, what position, if any, has the Government of Canada taken in the matter?

Debated.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an order of the Senate dated the 24th November, 1910, for a statement showing in as many distinct columns:—

1. The name of the electoral district;
2. The name of the parish, township, town or city;
3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last Session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite;
4. The date of the presentation of each of these petitions;
5. The names, in each case, of the Member or Senator who presented these petitions.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 56i.*)

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 1st December, 1910.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Ratz,
Beique,	Dandurand,	Legris,	Roche,
Bolduc,	David,	MacKay (Alma),	Ross (Halifax),
Boucherville, de (C.M.G.),	Derbyshire,	MacKeen,	Ross (Sir George W.),
Bowell (Sir Mackenzie),	Dessaulles,	McHugh,	Roy,
Boyer,	Douglas,	McKay (Truro),	Scott
Campbell,	Edwards,	McLaren,	(Sir Richard),
Cartwright (Sir Richard),	Ellis,	McMillan,	Talbot,
Casgrain,	Farrell,	McMullen,	Tessier,
Chevrier,	Fiset,	McSweeney,	Thompson,
Choquette,	Gibson,	Miller,	Watson,
Cloran,	Jaffray,	Mitchell,	Wilson,
Coffey,	Jones,	Montplaisir,	Wood,
Comeau,	King,	Poirier,	Yeo,
	Kirchhoffer,	Power,	Young.
	Landry,	Prince,	

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Watson, Of the Grand Trunk Pacific Branch Lines Company.

A Message was brought from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS.

WEDNESDAY, 30th November, 1910

Resolved, That a Message be sent to the Senate to inform their Honours that this House has appointed Messrs. Monk, Harris, Macdonald and Stanfield, to assist Mr. Speaker in the direction of the Restaurant, so far as the interests of the Commons are concerned, and to act as members of a Joint Committee of both Houses on the Restaurant.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

The Right Honourable Sir Richard Cartwright informed the Senate that he had received a Message from His Excellency the Governor General, under his Sign Manual, which His Excellency had commanded him to deliver to the Senate.

The same was then read by the Clerk, and it is as follows:—

Honourable Gentlemen of the Senate:

I have received with great pleasure the Address which you have adopted in reply to my Speech at the opening of the Session of Parliament, and thank you for it sincerely.

GREY.

GOVERNMENT HOUSE,

OTTAWA, 26th November, 1910.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—Return in pursuance of Section 16 of the Government Annuities Act, 1908, containing a statement of the business done during the fiscal year ending March 31st, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 47.)

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

ROOM No. 12,

WEDNESDAY, 30th November, 1910,

The Committee on Divorce beg leave to make their First Report as follows:—

Your Committee recommend that the quorum of the Committee be reduced to three (3) members, for all purposes, including the taking of evidence upon oath as to all matters set forth in Petitions for Bills of Divorce, except that, when a Petition for a Bill of Divorce is contested, five (5) members shall constitute a quorum for the purpose of reporting to the Senate the conclusions arrived at and the action recommended by the Committee.

All which is respectfully submitted,

J. N. KIRCHHOFFER,

Chairman.

With leave of the Senate,

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Wood, That the said Report be now adopted,

Which being objected to

The question of concurrence being put thereon, the same was on division resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Second Reading of the Bill (A) intituled: "An Act to provide for the incorporation of Railway Companies."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Thursday the twelfth day of January next.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Thursday the twelfth day of January next.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That the Senate do now adjourn, and that it do stand adjourned until Wednesday, the eleventh day of January next.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The Honourable the Speaker then declared the Senate adjourned until Wednesday, the eleventh day of January next at three o'clock in the afternoon.

Wednesday, 11th January.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Legris,	Power,
Beique,	Davis,	Lougheed,	Prince,
Beith,	Derbyshire,	MacKeen,	Ratz,
Bolduc,	Dessaulles,	McDonald	Riley,
Bostock,	Domville,	(Cape Breton),	Ross (Halifax),
Boyer,	Ellis,	McHugh,	Ross (Moose Jaw),
Campbell,	Fiset,	McKay (Truro),	Roy,
Cartwright	Gibson,	McMullen,	Scott (Sir Richard),
(Sir Richard),	Gillmor,	McSweeney,	Talbot,
Casgrain,	King,	Miller,	Thompson,
Cloran,	Kirchhoffer,	Montplaisir,	Watson,
Coffey,	Landry,	Owens,	Yeo,
Comeau,	Lavergne,	Poirier,	Young.
Costigan,			

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Gibson,—Of the Hamilton Provident and Loan Society, and of the International Railway Company and International Traction Railway Company.

By the Honourable Mr. Lavergne,—Of the Indian River Railway Company.

By the Honourable Mr. Beique,—Of the Quebec, Montreal and Southern Railway Company.

By the Honourable Mr. Derbyshire,—Of Frances Whittington Truesdell, of the City of Toronto; praying for a Bill of Divorce from her husband Henry Truesdell, formerly of the City of Toronto, now of the Village of Grimsby, in the County of Lincoln; and of Dalton Mabel Stapleton, of the City of Toronto, praying for a Bill of Divorce from her husband Henry Conger Stapleton..

By the Honourable Mr. Costigan,—Of the Quebec and New Brunswick Railway Company.

By the Honourable Mr. David,—Of the National Weekly Indemnity Company.

By the Honourable Mr. Lougheed,—Of Henry Claud Lisle and others of Lloydminster, Sask. (Lloydminster and Fort Macmurray Railway Company.)

By the Right Honourable Sir Richard Cartwright,—Of Lucien Barnes Howland, of the City of Toronto, and others of elsewhere. (Imperial Traction Company.)

By the Honourable Mr. Davis,—Of the Ontario Northern and Timagami Railway Company.

By the Honourable Mr. Casgrain,—Of Kennet Blackwell and others of the City of

By the Honourable Mr. Davis,—Of the Ontario Northern and Timagami Railway Montreal, (Guardian Accident and Guarantee Company); and of Harry Stikeman and others of the City of Montreal and elsewhere. (Riparian Association of the Restigouche River, Limited.)

By the Honourable Mr. Bostock,—Of the Pacific Northern and Omenica Railway Company.

By the Honourable Mr. Young, for the Honourable Mr. Mitchell,—Of Mary Jane Beatty, of the City of Montreal, praying for a Bill of Divorce from her husband Herbert Albert Beatty.

By the Honourable Mr. Watson, for the Honourable Mr. Mitchell,—Of Walter Harvey Kirkland, of the Town of St. Johns, in the Province of Quebec, praying for a Bill of Divorce from his wife Eva Ida Browning.

By the Honourable Mr. Watson,—Of Mary Kathleen Crittenden, of the Town of Dauphin, Manitoba, praying for a Bill of Divorce from her husband Stanley A. G. Crittenden.

Pursuant to the Order of the Day the following Petitions were read:—

Of George S. Ruel and others, of Toronto, in the Province of Ontario; praying to be incorporated as the Canadian Northern Branch Lines Railway Company.

Of the Canadian Northern Quebec Railway Company; praying for legislation empowering them to build a branch line from Rawdon to a point on the National Transcontinental Railway, and from St. Jerome to St. Eustache.

Of A. H. Tasker and others, of the City of Regina; praying to be incorporated as the Security Trusts Corporation.

Of the McClary Manufacturing Company; praying for legislation empowering them under certain restrictions to buy other like properties; issue certain preference stock and for other purposes.

Of Cyrenus J. Laughlin, Jr., of the Town of Welland, and others of elsewhere; praying to be incorporated as the Niagara, Welland and Lake Erie Railway Company.

Of Jas. A. Powell and others, of Edmonton, in the Province of Alberta; praying to be incorporated as the Alberta-Saskatchewan Life Insurance Company.

Of J. Wolkenstein and others, of the City of New York, in the State of New York, one of the United States of America; praying to be incorporated as the British Columbia and Dawson Railway Company.

Of the Brockville, Westport and Northwestern Railway Company; praying for legislation empowering them to enter into certain agreements with the Canadian Northern Ontario Railway Company and the Ontario and Ottawa Railway Company.

Of the Bay of Quinte Railway Company; praying for legislation empowering them to enter into certain agreements with the Canadian Northern Ontario Railway Company and the Ontario and Ottawa Railway Company.

Of the Canadian Northern Ontario Railway Company; praying for legislation extending the time for the construction of certain of their lines of Railway.

Of the Grand Trunk Pacific Branch Lines Company; praying for legislation authorizing them to construct certain additional Branch lines; to issue bonds and debentures or other securities in respect thereof, and limiting the time for the construction and completion of said branches; and

Of the Pontiac Central Railway Company; praying for legislation extending the time for the completion of their railway.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal, in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the person to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 87.*)

Also: For approval by the Senate under Section 16 of "The Yukon Act" Chapter 63 of the Revised Statutes of Canada, 1906, a copy of an Ordinance made by His Excellency the Governor General in Council, in virtue of the provisions of section 16 of said Chapter, 63, on 9th December, 1909, and intituled "An Ordinance to

rescind an Ordinance respecting the imposition of a Tax upon Ale, Porter, Beer or Lager Beer imported into the Yukon Territory.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 78.)

Also: For approval of the Senate under provisions of section 77 of *The Dominion Lands Act* Chapter 20 of the Statutes of 1908, a copy of each of the following Orders in Council made by His Excellency the Governor General in Council on the dates respectively mentioned.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 60b.)

The Honourable Mr. Scott, presented to the Senate,—A Return to an Address of the Senate dated 24th November, 1910, for copies of all Orders in Council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the Province of Quebec, the appointment of his successor, the application for leave of absence, and the appointment of an Administrator during the absence from the country of His Honour Sir Pantaleon Pelletier.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 88.)

Also, Regulations established by Order in Council of 17th May, 1910, for disposal of Petroleum and Gas on the Indian Reserves in the Provinces of Alberta and Saskatchewan, and in the North West Territories.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 53.)

Also, Return to an Address of the Senate dated 24 November, 1910, for the following information:—

1. Has the Department of the Naval Service, which was created by the legislation of last session, been regularly organized and put in operation?

2. Who has been appointed Deputy Minister by the Governor in Council?

3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council?

4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service?

5. Who among these officials and clerks come from elsewhere?

6. What is the salary of each of the officials?

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 56d.)

Also, Return in pursuance of Section 17 of the Civil Service Insurance Act.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 43.)

Also, as required by the Naval Service Act, copy of regulations regarding scale of pay, allowances and gratuities for officers and men of the Naval Service and regulations concerning issue of clothing to personnel.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 56.*)

Also, Account of the average number of men employed on the Dominion Police Force during each month of the year 1910, and of their pay and travelling expenses (under R. S. of C., Ch. 92, Sec. 6, Sub-sec. 2.)

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 81.*)

And Also, Return, Orders in Council *re* regulations for the survey administration disposal and management of Dominion Lands within the 40 mile railway belt in the Province of British Columbia:—Orders in Council in accordance with provisions of the "Forest Reserves Act":—Orders in Council in accordance with Sec. 5 of the "Dominion Lands Survey Act":—Return called for by Section 77 of the Dominion Lands Act, Chap. 20, 1908.

Ordered, That the same do lie on the Table, and they are as follow:—

(*Vide Sessional Papers, Nos. 60, 60a, 61.*)

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott.

The Senate adjourned.

Thursday, 12th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Davis,	MacKeen,	Ratz,
Beique,	Derbyshire,	McDonald	Riley,
Beith,	Dessaulles,	(Cape Breton),	Ross (Halifax),
Belcourt,	De Veber,	McHugh,	Ross
Bolduc,	Domville,	McKay (Truro),	(Sir George W.),
Bostock,	Edwards,	McMillan,	Ross (Moose Jaw),
Boyer,	Ellis,	McMullen,	Roy,
Campbell,	Fiset,	McSweeney,	Scott
Cartwright	Gillmor,	Miller,	(Sir Richard),
(Sir Richard),	King,	Mitchell,	Talbot,
Casgrain,	Kirchhoffer,	Montplaisir,	Thompson,
Choquette,	Landry,	Owens,	Watson,
Cloran,	Lavergne,	Poirier,	Wilson,
Comeau,	Legris,	Power,	Yeo,
Costigan,	Lougheed,	Prince,	Young,
David,	MacKay (Alma),		

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Derbyshire,—Of Mary Hamilton Johnston, of the City of Toronto, applicant for a Bill of Divorce from her husband Gilbert Garfield Johnston; praying for a remission of all the fees required in connection therewith.

By the Honourable Mr. Owens,—Of Matilda Emo, of the City of Montreal; praying for a Bill of Divorce from her husband Peter Henry Hibbard, now of the City of Quebec.

By the Honourable Mr. Bostock,—Of the Kettle River Valley Railway Company.

By the Honourable Mr. Davis,—Of Thomas Alexander Crerar and others, of Winnipeg and elsewhere. (Grain Growers Grain Company, Limited.)

By the Honourable Mr. Power,—Of the Dominion Atlantic Railway Company.

By the Honourable Mr. Young, for the Honourable Mr. Gibson,—Of the Hamilton, Waterloo and Guelph Railway Company; and of the Grand Trunk Railway Company of Canada.

By the Honourable Mr. Campbell,—Of Paulina Verena Meyer, of the City of Toronto; praying for a Bill of Divorce from her husband Henry Meyer; of Cecil

Ernest Freeman, of the Village of Eglinton, in the Province of Ontario; praying for a Bill of Divorce from his wife Rose Mary Barker Freeman; and of the Western Central Railway Company.

By the Honourable Mr. Campbell, for the Honourable Mr. Gibson,—Of Nellie Bridgeland Morrison, of the City of Toronto; praying for a Bill of Divorce from her husband William Herbert Morrison.

By the Honourable Mr. Belcourt,—Of the Ottawa Northern and Western Railway Company.

By the Honourable Mr. Baird,—Of William Francis Currie, of the City of Toronto; praying for a Bill of Divorce from his wife Mary Ethel Floy Currie, of the said City of Toronto.

By the Honourable Mr. Watson,—Of the Southern Central Pacific Railway Company, and of George Alexander Graham and others of the City of Fort William. (Nepigon-Albany Canal and Transportation Company.)

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 12th January, 1911.

The Standing Committee on Standing Orders have the honour to make their Third Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of the British Columbia Southern Railway Company; praying for legislation extending the time for the construction of certain authorized branches of their railway.

Of the Kootenay and Arrowhead Railway Company; praying for legislation extending the time for the completion of its railway.

Of the Vancouver and Lulu Island Railway Company; praying for legislation extending the time for the construction of certain branch lines.

Of the Montreal Park and Island Railway Company; praying for the passing of an Act extending the time for the construction and completion of its undertaking and for changing the date of its annual meeting.

Of the Mather Bridge and Power Company; praying for legislation extending the time for the completion of their works, and amending certain Clauses of their Act of Incorporation.

Of the Walkerton and Lucknow Railway Company; praying for legislation extending the time for the construction of their railway.

Of the Guelph and Goderich Railway Company; praying for legislation extending the time for constructing its branch to St. Marys and Clinton.

Of the E. B. Eddy Company, Limited; praying for legislation empowering them to increase their Capital Stock to such an amount as the Stockholders may deem necessary.

Of D. A. Stewart and others, Provisional Directors of the London and North-western Railway Company; praying for legislation extending the time for the commencement and completion of their railway.

Of J. H. Meikle and others; praying to be incorporated as The Commercial Travellers' Accident Assurance Company of Canada.

Of the Collingwood Southern Railway Company; praying for legislation extending the time for the construction of their railway.

Of A. H. Tasker and others, of the City of Regina; praying to be incorporated as the Security Trusts Corporation; and

Of Jas. A. Powell and others, of Edmonton, in the Province of Alberta; praying to be incorporated as the Alberta-Saskatchewan Insurance Company.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman. ..

Ordered, That the same do lie on the Table.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,
FRIDAY, 16th December, 1910.

Resolved, That a Message be sent to the Senate requesting that their Honours will be pleased to furnish to this House a statement showing the cost of the Senate of Canada for each year since the fiscal year 1896, under the headings of number of Senators, indemnity, travelling expenses, printing, staff, and contingencies.

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest,

THOS B. FLINT,
Clerk of the Commons.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same do lie on the Table.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Loughheed, it was

Ordered, That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House

Copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are members of the Privy Council.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Loughheed, it was

Ordered, That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House—

Copy of the Order in Council appointing His Honour Judge Jetté, Administrator of the province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are Members of the Privy Council. •

The Honourable the Speaker presented to the Senate the following:—

THE SENATE,

CLERK'S OFFICE,

OTTAWA, 11th January, 1911.

The Honourable J. K. KERR,
Speaker of the Senate.

SIR,—I have the honour to report for the information of the Honourable the Senate, that, sometime before the meeting of Parliament I submitted, as usual, to the Finance Department, an estimate of the amounts which would be required to defray the expenses of the Senate during the fiscal year ending on the 31st of March, 1912. Later on, on looking over the estimates, for that year, which have been laid before the House of Commons, I noticed that the increases of salary which were granted by the Senate to the Housekeeper and other employees, amounting altogether to \$1,850.00, had been struck off from my estimate. I may add that unless provision is made for said increases, there will be no funds available out of which to pay the same.

I have the honour to be,

Sir,

Your obedient servant,

SAM'L. E. ST. O. CHAPLEAU,

Clerk of the Senate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said letter be taken into consideration on Tuesday next.

The Honourable the Speaker presented to the Senate the following:—

AUDITOR GENERAL'S OFFICE, CANADA,

OTTAWA, 12th December, 1910.

SIR,—On 21st May last I wrote requesting that your monthly paylists be sent to this office for audit before payment, as required by the Treasury Board Minute of 9th February, 1910.

In your reply of 29th May you stated that the matter was brought to the attention of the Senate on the 21st April but no action was taken.

Sections 59 and 60 of the Consolidated Revenue and Audit Act require me to audit accounts in a certain way when directed by the Treasury Board or the Minister of Finance so to do. The Treasury Board have directed me to audit your Paylists before payment, but I am unable to do so unless you send them to me as directed. I have to request that you will inform me whether you intend to comply with the Minute of the Treasury Board or not, so that I can report on the matter.

I am, Sir,

Your obedient servant,

J. FRASER,
Auditor General.

The Clerk of The Senate,
Ottawa.

THE SENATE,

CLERK'S OFFICE,

OTTAWA, 11th January, 1911.

The Honourable J. K. KERR,
Speaker of the Senate.

SIR,—I have the honour to report for the information of the Honourable the Senate, that I have received the enclosed letter from the Auditor General.

I might add that a similar letter accompanied by a copy of an extract of the Minutes of a meeting of the Treasury Board, having reference to the same subject, was brought to the attention of the Senate on the 21st of April last, *vide* pages 385 and 386 of the Journals, but no action was taken thereon.

I have the honour to be,

Sir,

Your obedient servant,

SAM'L. E. ST. O. CHAPLEAU,

Clerk of the Senate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said letter be taken into consideration to-morrow.

The Right Honourable Sir Richard Cartwright presented to the Senate,—First Annual Report of the Commission of Conservation, Canada, 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 52.)

The Order of the Day being read for the Second Reading of Bill (A) intituled: "An Act to provide for the incorporation of Railway Companies."

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Gillmor, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the Second Reading of Bill (B) intituled: "An Act to amend The Dominion Lands Act."

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Gillmor, it was

Ordered, That the same be postponed until Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Friday, 13th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	Dandurand,	Lougheed,	Prince,
Beique,	David,	MacKeen,	Ratz,
Beith,	Davis,	McDonald	Riley,
Belcourt,	Derbyshire,	(Cape Breton),	Ross (Halifax),
Bolduc,	De Veber,	McHugh,	Ross
Bostock,	Domville,	McKay (Truro),	(Sir George W.),
Boyer,	Ellis,	McMillan,	Ross (Moosejaw),
Campbell,	Fiset,	McMullen,	Scott (Sir Richard),
Cartwright	Gillmor,	McSweeney,	Talbot,
(Sir Richard),	King,	Miller,	Thompson,
Choquette,	Kirchhoffer,	Mitchell,	Watson,
Cloran,	Landry,	Montplaisir,	Wilson,
Comeau,	Lavergne,	Poirier,	Yeo,
Costigan,	Legris,	Power,	Young,

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Beique,—Of the Lachine, Jacques Cartier and Maison-neuve Railway Company.

By the Honourable Mr. Derbyshire, for the Honourable Mr. Ratz,—Of the Peoples Railway Company,

By the Honourable Mr. Riley,—Of Oliver Otis Howard, of the City of New York, and others of the City of Toronto. (Dominion Development Railway Company.)

By the Honourable Mr. DeVeber,—Of James A. Harvey and others, of the City of Vancouver, in the Province of British Columbia, (Canada Inter-Mountain Railway Company), and,—Of Violet Jane Dakin, of the City of Medicine Hat, in the Province of Alberta, praying for a Bill of Divorce from her husband William Dakin.

By the Honourable Mr. Bostock,—Of Victor Pujebet and others, of Edmonton, Alberta. (Pacific and Peace Railway Company.)

Pursuant to the Order of the Day the following petitions were severally read,—
Of the Hamilton Provident and Loan Society; praying for legislation redefining and limiting the borrowing powers of the Society.

Of the International Railway Company and the International Traction Railway Company; both praying for the passing of an Act, enabling the International Trac-

tion Railway Company to acquire, &c., the estate, rights and franchises of the International Railway Company in Canada.

Of the Indian River Railway Company; praying for legislation extending the time for the construction of their railway.

Of the Quebec, Montreal and Southern Railway Company; praying for legislation extending the time for the completion of their railway.

Of the Quebec and New Brunswick Railway Company; praying for legislation extending the time for the construction of their authorized railway.

Of the National Weekly Indemnity Company, a Company incorporated by the Legislature of Quebec; praying to be incorporated by the Dominion Parliament and to have its name changed to The Guarantee and Accident Company.

Of Henry Claude Lisle and others, of Lloydminster, Sask.; praying to be incorporated as the Lloydminster and Fort McMurray Railway Company.

Of Lucien Barnes Howland of the City of Toronto and others of elsewhere; praying to be incorporated as The Imperial Traction Company

Of the Ontario Northern and Timagami Railway Company; praying for legislation extending the time for the commencement and completion of their proposed railway, and for other purposes.

Of Kennet S. Blackwell and others of Montreal; praying to be incorporated as The Guardian Accident and Guarantee Company.

Of Harry Stikeman and others, of the City of Montreal and elsewhere; praying to be incorporated as The Riparian Association of the Restigouche River, Limited, and

Of the Pacific Northern and Omenica Railway Company; praying for legislation extending the time for the construction and completion of their railway.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Kirchhoffer, it was

That an Order of this House do issue for the production of a copy of the agreements concluded between the proprietor or proprietors of the farm selected for purposes of experimental farming in the parish of Ste. Anne de la Pocatiere, as well as of all correspondence on the matter.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Kirchhoffer, it was

Ordered, That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House—

Copies of all contracts, agreements, &c., which are in force or which may become effective within the next twelve months between the Government and any electric railway company for the transportation of mail matter and Government officials and employees, including letter carriers.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are Members of the Privy Council.

The Order of the Day being read for the consideration of the communication from the Clerk of the Senate in *re* letter from the Auditor General.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at three o'clock in the afternoon.

Tuesday, 17th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	MacKeen,	Riley,
Beith,	Davis,	McDonald,	Roche,
Belcourt,	Derbyshire,	(Cape Breton),	Ross (Halifax),
Bolduc,	Dessaulles,	McHugh,	Ross
Bostock,	De Veber,	McKay (Truro),	(Sir George W.),
Boucherville, de	Domville,	McLaren,	Ross (Moosejaw),
(C.M.G.),	Douglas,	McMillan,	Roy,
Bowell	Ellis,	McMullen,	Scott
(Sir Mackenzie),	Fiset,	Miller,	(Sir Richard),
Cartwright	Gillmor,	Mitchell,	Talbot,
(Sir Richard),	Jaffray,	Montplaisir,	Tessier,
Chevrier,	Jones,	Owens,	Thompson,
Choquette,	King,	Poirier,	Watson,
Cloran,	Kirchhoffer,	Power,	Wilson,
Comeau,	Landry,	Prince,	Yeo,
Costigan,	Legris,	Ratz,	Young,
Dandurand,	Lougheed,		

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Thompson,—Of Pauline Saunderson, of the City of Montreal, Province of Quebec; praying for a Bill of Divorce from her husband Percival Herbert Saunderson, of the Town of Cobalt, Province of Ontario.

By the Honourable Mr. Talbot,—Of the Alberta Central Railway Company,—(Of Fanny Mary Healy, of the City of Calgary, Alberta; praying for a Bill of Divorce from her husband Clarence Glenville Healy, now of the City of Seattle, Washington, one of the United States of America.

By the Honourable Mr. DeVeber,—Of the Western Alberta Railway Company,—Of John Stanley Hough and others of the City of Winnipeg, shareholders, &c., of the Canadian Western Railway Company.

By the Honourable Mr. Jones,—Of George MacKay Sutherland, of the City of Toronto; praying for a Bill of Divorce from his wife Annie Leo Snow, and,—Of Walter John Teasdall, of the City of London, and others of elsewhere. (Empire Life Insurance Company of Canada.)

By the Honourable Mr. Bostock,—Of the Burrard Westminster Boundary Railway and Navigation Company.

By the Honourable Mr. Watson,—Of the British Crown Assurance Corporation, Limited,—Of Lorne Forbes Robertson, of the City of Stratford, Ontario; praying for a Bill of Divorce from his wife Elizabeth Louise Wilcox.

By the Honourable Mr. Young,—Of Gertrude Mary Grantham, of the City of Toronto; praying for a Bill of Divorce from her husband Arthur Myles Grantham, of the City of Toronto,—Of Hugh Samuel Bell, of Waskada, Manitoba; praying for a Bill of Divorce from his wife Emma Morrison Webbes.

By the Honourable Mr. Young for the Honourable Mr. Ross (Moosejaw),—Of J. A. Sheppard and others of Moosejaw and elsewhere, and,—Of Herbert Weston J. A. Sheppard and others of Moosejaw and elsewhere, (Hudson Bay Mortgage Corporation), and,—Of Herbert Weston and others of the City of Saskatoon, Saskatchewan. (Northwest Loan Company.)

Pursuant to the Order of the Day the following petitions were severally read:—

Of the Kettle River Valley Railway Company; praying for legislation changing their name to the Kettle Valley Railway Company, and authorizing them to build certain branch lines and for certain other purposes in connection with their undertaking.

Of Thomas Alexander Crerar and others of the City of Winnipeg and elsewhere; praying to be incorporated as "The Grain Growers Grain Company, Limited."

Of the Dominion Atlantic Railway Company; praying for legislation allowing them to enter into an agreement with the Canadian Pacific Railway Company for any of the purposes specified in Section 361 of the Railway Act.

Of the Hamilton Waterloo and Guelph Railway Company; praying for legislation empowering the Directors (subject to approval of two-thirds of the shareholders) to create part of stock of Company into preference cumulated stock.

Of the Grand Trunk Railway Company of Canada; praying for legislation conferring certain powers upon them; to be exercised subject to approval of their proprietors; *re* forms of transfer of various classes of stock; acquiring or disposing of Montreal and Southern Counties Railway Company's, and Grand Trunk Western Railway Company's stock, &c., and for other purposes.

Of the Ottawa Northern and Western Railway Company; praying for legislation extending the time for the construction of their authorized but uncompleted railways.

Of the Southern Central Pacific Railway Company; praying for legislation extending the time for the construction of their proposed railway; authorizing certain branch lines; giving the right to connect with foreign railways and certain other purposes.

Of George Alexander Graham and others, of the City of Fort William; praying to be incorporated as "The Nepigon Albany Canal and Transportation Company."

Of the Western Central Railway Company, a Company incorporated by the Legislature of Ontario; praying for legislation declaring their works to be for the general advantage of Canada; extending the time for construction of their railway and other purposes.

Of the Lachine Jacques Cartier and Maisonneuve Railway Company, a Company incorporated by the Legislature of Quebec; praying for legislation declaring their authorized lines of railway to be for the general advantage of Canada, and extending the time for their construction.

Of the Peoples Railway Company; praying for legislation declaring them to be a work for the general advantage of Canada; extending certain authorized lines of railway and for certain other purposes.

Of Oliver Otis Howard, of the City of New York, and others of the City of Toronto; praying to be incorporated as "The Dominion Development Railway Company."

Of James A. Harvey and others, of the City of Vancouver, in the Province of British Columbia; praying to be incorporated as the Canada Inter-mountain Railway Company; and

Of Victor Pujebet and others, of Edmonton, Alberta; praying to be incorporated as The Pacific and Peace Railway Company.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Resolved, That the Ordinance made by His Excellency the Governor General in Council in virtue of the provisions of section 16 of "The Yukon Act," chapter 63 of the Revised Statutes of Canada, 1906, on the 9th of December, 1909, and entitled "An Ordinance to rescind an Ordinance respecting the imposition of a Tax upon ale, porter, beer or lager beer imported into the Yukon Territory," a copy of which was on the 11th of January, 1911, laid before the Senate for their approval, under section 17 of the said chapter 63, be now so approved.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Resolved, That the following Orders in Council made by His Excellency the Governor General, under the provisions of the Dominion Lands Act, chapter 20 of the Statutes of 1903, on the dates respectively mentioned, that is to say:—

1. P.C. No. 729, dated 20th April, 1910, made under the provisions of section 37 of the said chapter 20, rescinding the regulations for the disposal of coal mining rights established by Order in Council of the 9th May, 1907, and amending Orders in Council, dated respectively 16th February and 9th December, 1909, and establishing new regulations in lieu thereof.

2. P.C. No. 1012, dated 25th May, 1910, amending P.C. No. 729, dated 20th April, 1910, respecting the disposal of coal mining rights.

3. P.C. No. 2469, dated 9th December, 1909, rescinding section 3 of the coal mining regulations established by Order in Council of the 9th May, 1907, and substituting a new provision.

4. P.C. No. 186, dated 31st January, 1910, as to the charging of royalty upon the output of coal mines.

5. P.C. No. 3, dated 17th January, 1910, making regulations for the issue of permits to remove sand, stone, and gravel, the property of the Crown, from the submerged beds of rivers and lakes in Manitoba, Sasaktchewan, Alberta, the Northwest Territories and within the Railway Belt of the Province of British Columbia.

6. P.C. No. 762, dated 21st April, 1910, rescinding section 3 of the regulations, established by Order in Council of the 17th January, 1910, for the issue of permits to remove sand, stone, and gravel, the property of the Crown, from the beds of rivers and lakes in Manitoba, Saskatchewan, Alberta, the Northwest Territories, and within the Railway Belt in the Province of British Columbia, and substituting a new section 3 therefor.

7. P.C. No. 313, dated 22nd February, 1910, amending the regulations established by the Order in Council of the 17th January, 1910, for the issue of permits to remove sand, stone, and gravel, the property of the Crown, from the submerged beds of rivers and lakes in Manitoba, Saskatchewan, Alberta, and the Northwest Territories, and within the Railway Belt in the Province of British Columbia.

8. P.C. No. 933, dated 13th May, 1910, made in virtue of the provisions of subsection (b) of section 3, section 38 and subsection (k) of section 76 of The Dominion Lands Act, approving the regulations annexed thereto for the leasing and administration of lands containing limestone, granite, slate, marble, gypsum, marl, gravel, sand, or any building stone, in the Provinces of Manitoba, Saskatchewan, and Alberta, the Northwest Territories, within twenty miles on either side of the main line of the Canadian Pacific Railway in the Province of British Columbia, and in the tract of three and one-half million acres acquired by the Government of the Dominion from the province of British Columbia and referred to in subsection (b) of section 3 of The Dominion Lands Act.

9. P.C. No. 414, dated 11th March, 1910, rescinding the regulations governing the disposal of petroleum and natural gas rights, the property of the Crown, in Manitoba, Alberta, Saskatchewan, the Northwest Territories and the Yukon Territory, established by Orders in Council dated the 31st of May, 1901, the 22nd of December, 1902, the 23rd of March and the 1st of October, 1904, the 22nd of July, 1905, and the 26th December, 1906, and substituting therefor the regulations annexed.

10. P.C. No. 277, dated 14th February, 1910, approving and establishing regulations governing the disposal of tar-sand deposits, the property of the Crown, in that portion of the Province of Alberta lying north of township 80, and between the 4th and 5th Initial Meridians, under and in accordance with the provisions of section 37 of The Dominion Lands Act, being chapter 20 of 7-8 Edward VII.

11. P.C. 188, dated 9th May, 1910, rescinding clause (m) of Number 17 of the regulations governing the granting of yearly licenses and permits to cut timber on Dominion Lands, and substituting therefor a new clause (m).

12. P.C. 2103, dated 15th October, 1909, ordering that provision be made in the regulations governing the granting of yearly licenses and permits to cut timber on Dominion Lands, for the issue of yearly permits in the Peace River District to portable sawmill owners, whereby each such owner shall be permitted to cut timber on a definitely described tract of land not exceeding one square mile in extent, the quantity not to exceed 200,000 feet B.M. Dues shall be paid at the rate of 75 cents per thousand feet B.M., 20 per cent being payable in advance and the balance at the expiration of the permit.

13. P.C. No. 261, dated 1st March, 1910, amending section 29 of the Quartz Mining Regulation, approved by Order in Council of the 13th August, 1908, by adding the following paragraph thereto:—

“The grant issued for such a location shall include the right to the iron and mica only, and shall not include the surface. The grantee may, however, upon application, be permitted to purchase at the rate of \$10 an acre whatever area of the available surface rights thereof the Minister may consider necessary for the efficient and economical working of the rights granted.”

14. P.C. No. 595, dated 20th April, 1910, amending the regulations established under the Order in Council of the 2nd June, 1909, governing the mode of granting water-power rights in connection with Dominion Lands in the Provinces of Manitoba, Saskatchewan and Alberta.

15. P.C. No. 91, dated 21st January, 1910, ordering that the dues payable under permits to cut timber under Timber Licenses issued for tracts of unsurveyed lands

which, upon survey, become school lands, shall be 50 cents per 1,000 feet B.M. and the rental \$5 per square mile.

Copies of each of which Orders in Council were laid before the Senate, on 11th January, 1911, for their approval under the provisions of section 77 of the said Act, be now so approved.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Journals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Debates of the House of Commons.
4. Of the French edition of the same.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Journals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing, in as many distinct columns:—

1. The names of all Departments obliged by law to lay before Parliament reports of their annual operations.
2. The date fixed by law for the laying of the said reports before Parliament.
3. The date on which the said reports have been laid for the fiscal year, ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.
4. The date of the publication and distribution of the French edition of the said reports.
5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.
6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year, ending the 31st March, 1909, have not yet been published in French.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a copy of the agreements concluded between the Government and the former proprietor of the Stadacona Farm at St. Félix du Cap Rouge, with reference to the purchase of the said Farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before the Senate a statement of the number of applications for and number of divorces granted by the Parliament of Canada from 1894 to 1910, inclusive, together with the number of applications for and number of divorces granted by each of the Courts of Nova Scotia, New Brunswick Prince Edward Island, and British Columbia during the same period of time; also the population of each of those Provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Sir Mackenzie Bowell presented to the Senate a Bill (C) intituled:—An Act to incorporate the Alberta-Saskatchewan Life Insurance Company. The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Order of the Day being read for the consideration of the Communication from the Clerk of the Senate in *re* an estimate of the amounts which would be required to defray the expenses of the Senate, &c.,

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the said communication be referred to the Standing Committee on Internal Economy and Contingent Accounts for their report thereon.

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Second Reading of the Bill (A) intituled: "An Act to provide for the incorporation of Railway Companies,"

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act,"

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the Communication from the Clerk of the Senate in *re* letter from the Auditor General, &c.;

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the said communication be referred to the Standing Committee on Internal Economy and Contingent Accounts for their report thereon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Wednesday, 18th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Legris,	Riley,
Beique,	David,	Lougheed,	Roche,
Beith,	Davis,	MacKeen,	Ross (Halifax),
Belcourt,	Derbyshire,	McDonald	Ross (Moosejaw),
Bolduc,	Dessaulles,	(Cape Breton),	Roy,
Boucherville, de	De Veber,	McHugh,	Scott
(C.M.G.),	Domville,	McKay (Truro),	(Sir Richard),
Bowell	Douglas,	McLaren,	Talbot,
(Sir Mackenzie),	Ellis,	McMillan,	Tessier,
Cartwright	Fiset,	McMullen,	Thompson,
(Sir Richard),	Gillmor,	Mitchell,	Watson,
Casgrain,	Jaffray,	Montplaisir,	Wilson,
Chevrier,	Jones,	Owens,	Yeo,
Choquette,	King,	Poirier,	Young.
Coffey,	Kirchhoffer,	Power,	
Comeau,	Landry,	Prince,	
Costigan,	Lavergne,	Ratz.	

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Riley:—

Of the Buffalo, Niagara and Toronto Railway Company.

By the Honourable Mr. Derbyshire:—

Of Robert William Logan, of the City of Montreal; praying for a Bill of Divorce from his wife, Sophia Louisa Logan.

Of Mary Hamilton Johnston, of the City of Toronto; praying for a Bill of Divorce from her husband, Gilbert Garfield Johnston.

Of A. L. Hamilton, of the City of Portage la Prairie, Manitoba; praying for a Bill of Divorce from his wife, Maude Louise Hamilton.

Of Gertrude Maude Grant, of the City of Winnipeg, Manitoba; praying for a Bill of Divorce from her husband, Arthur Grant; and

Of Joseph Doust, of the City of Toronto; praying for a Bill of Divorce from his wife, Addie Alvetta Horn.

By the Honourable Mr. Talbot:—

Of R. R. Jamieson and others, of Calgary, Alberta, (Alberta Electric Railway Company).

By the Honourable Mr. Belcourt:—
Of R. Chevrier and others, of the City of Ottawa and elsewhere, (Quebec and Great Northwestern Railway Company); and
Of the Lake Champlain and St. Lawrence Ship Canal Company.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

WEDNESDAY, 18th January, 1911.

The Committee on Divorce beg leave to make their Second Report as follows:—
Your Committee recommend that the time limited for presenting petitions for Divorce, which has expired, be extended to Friday, the 17th day of February next.
All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

With leave of the Senate,

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, the said Report was adopted.

The Honourable Mr. Choquette presented to the Senate a Bill (D) intituled:
“An Act to amend the Judges’ Act.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House—
Copies of all documents concerning:—

(a) The purchase at Quebec of the land necessary for the location of a central station on the site of the Champlain market.

(b) The construction of the said station.

(c) The construction of the work-shops of the Grand Trunk Pacific.

(d) The selection of the land on which the work-shops are to be erected, and copy of the correspondence in relation to these subjects.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue calling for a Return showing:—

1. In 1884, did a Federal Statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another Federal Statute (1 Edward VII, ch. 81), give birth to a company known as “The Quebec Terminal and Railway Company”?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-mentioned companies amalgamate, constituting a new company, to which a Federal Statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year, 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the Government the power to substitute itself to the Bridge Company and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of the Government to a private company confirmed by Federal legislation in 1908 at the time of the adoption by Parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the Government passed an Order in Council enacting that it take hold of the whole of the undertaking, assets, properties and concessions of the said Quebec Bridge and Railway Company?

7. When was this Order in Council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the law?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the City of Quebec or at some place on the line of the Canadian Pacific Railway, on the north, and of the Grand Trunk Railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence River, under the exclusive jurisdiction of the Government who have kept the entire control thereof?

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing:—A. As relates to the main line of the Transcontinental:—

1. The respective length in miles of each of the divisions of the Transcontinental, named Division A, Division B, &c., from Moncton to Winnipeg, and specifying in which province each of the divisions is located.

2. The estimated cost, at the outset, of the construction of the road in each division.

3. The actual price paid, on the 15th January instant, for the building of the line, sidings, bridges and other necessary works in each division.

4. The approximate cost in each division of the Transcontinental, of what remains to be constructed for the completion of the road.

B. As relates to the branch lines of the Transcontinental:—

1. The respective length of each of the said branch lines, specifying the district and the province within which the said branch lines are located.

2. The estimated cost, at the start of the construction of each of the said branch lines.

3. The actual cost, up to the 15th January instant, of the construction of said branch lines.

4. The probable cost of the works to be executed on each of the said branch lines.

5. The indication of the special section of the Act under which each branch line has been constructed.

6. The mention of all other branch lines proposed to be constructed by the Transcontinental Railway Commission or the Government, showing the length and probable cost thereof.

A Message was brought from the House of Commons by their Clerk with a Bill (9) intituled: "An Act to amend the Inspection and Sale Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Coffey, it was

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Sir Richard Cartwright presented to the Senate,—A supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Department of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal, in 1909, between the Government and Mr. Ernest Cann, who had become the lessees of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the person to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers No. 87a.)

Also a Return called for by section 88 of the Northwest Territories Act, Chap. 62, R.S.C.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 79.)

Pursuant to the Order of the Day, the Bill (A) intituled: "An Act to provide for the Incorporation of Railway Companies," was read a second time.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then on motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Coffey,

The Senate adjourned.

Thursday, 19th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	Kirchhoffer,	Ratz,
Beique,	Dostigan,	Landry,	Riley,
Beith,	Dandurand,	Lavergne,	Roche,
Belcourt,	Davis,	Legris,	Ross (Halifax),
Bolduc,	Derbyshire,	Lougheed,	Ross (Moosejaw),
Boucherville, de	Dessaulles,	MacKay (Alma),	Roy,
(C.M.G.),	De Veber,	McHugh,	Scott (Sir Richard),
Bowell	Domville,	Mackay (Alma),	Talbot,
(Sir Mackenzie),	Douglas,	McLaren,	Tessier,
Campbell,	Ellis,	McMillan,	Thompson,
Cartwright	Fiset,	McMullen,	Watson,
(Sir Richard),	Gibson,	Montplaisir,	Wilson,
Casgrain,	Gillmor,	Owens,	Yeo,
Choquette,	Jaffray,	Poirier,	Young.
Cloran,	Jones,	Power,	
Coffey,	King,	Prince,	

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Derbyshire:—

Of the Baptist Convention of Ontario and Quebec.

Of Charles J. Holmes, President of the Baptist Convention of Ontario and Quebec, and Jos. N. Johnstone, President of the Foreign Mission Board of the Baptist Convention of Ontario and Quebec (Canadian Baptist Foreign Mission Board.)

By the Honourable Mr. DeVeber:—

Of John Nairn, of the City of Edinburgh, Scotland, and others of the City of Winnipeg, Manitoba, (Hudson's Bay, Peace River and Pacific Railway Company.)

By the Honourable Mr. Ratz:—

Of John Muir and others, of the City of Brantford, (Lake Erie and Northern Railway Company.)

By the Honourable Mr. Campbell:—

Of George Alexander Graham and others, of Fort William and elsewhere, (Western Canal Company.)

Of A. G. Mackay and others, of Owen Sound and elsewhere, (Simcoe, Grey and Bruce Railway Company.)

By the Honourable Mr. Young:—
Of the Alsek and Yukon Railway Company.

Pursuant to the Order of the Day the following petitions were severally read:—
Of the Alberta Central Railway Company; praying for legislation empowering them to extend their already authorized lines of railway, to build certain branch lines; extending the time for the construction of their railway, and for other purposes.

Of the Western Alberta Railway Company; praying for legislation extending the time for the commencement and completion of their railway; declaring their work to be for the general advantage of Canada; and for other purposes.

Of John Stanley Lough and others, of the City of Winnipeg, shareholders, &c., of the Canadian Western Railway Company; praying for legislation extending the time for the construction of their lines of railway and for other purposes.

Of the Burrard Westminster Boundary Railway and Navigation Company; praying for legislation extending the time for the construction of their authorized railways.

Of the British Crown Assurance Corporation, Limited, a Company incorporated under the Companies Act of Great Britain; praying for the passing of an Act, authorizing the issue of a license to enable them to do business in Canada.

Of J. A. Sheppard and others of Moosejaw and elsewhere; praying to be incorporated as The Hudson Bay Mortgage Corporation.

Of Herbert Weston and others, of the City of Saskatoon, Saskatchewan; praying to be incorporated as The Northwest Loan Company; and

Of Walter John Teasdall, of the City of London and others of elsewhere; praying to be incorporated as The Empire Life Insurance Company of Canada.

The Honourable, the Speaker informed the Senate,

That the Clerk had laid on the Table his accounts and vouchers for the fiscal year ended 31st March, 1910.

The Right Honourable Sir. Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the Senate accounts and vouchers for the year ending 31st March, 1910, laid upon the Table by the Clerk of the Senate this day, be referred to the Standing Committee on Internal Economy and Contingent Accounts for examination and report.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 12th January, 1911, for a copy of the Order in Council appointing His Honour Judge Jetté, Administrator of the Province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 114.)

Pursuant to the Order of the Day, the Bill (C) intituled: "An Act to incorporate the Alberta, Saskatchewan Life Insurance Company" was read a second time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Landry, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Baird, it was

Ordered, That the same be postponed until Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (34) intituled: "An Act respecting the Walkerton and Lucknow Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (17) intituled: "An Act respecting the British Columbia Southern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (6) intituled: "An Act to amend the Interest Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (33) intituled: "An Act respecting the South Ontario Pacific Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

A Message was brought from the House of Commons by their Clerk, with a Bill (31) intituled: "An Act respecting the Guelph and Goderich Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (18) intituled: "An Act respecting the Kootenay and Arrowhead Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Friday, 20th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Prince,
Beith,	Dandurand,	Legris,	Ratz,
Belcourt,	David,	Lougheed,	Riley,
Bolduc,	Davis,	Macdonald	Roche,
Bostock,	Derbyshire,	(Victoria),	Ross (Halifax),
Boucherville, de	Dessaulles,	Macdonald	Ross (Moosejaw),
(C.M.G.),	De Veber,	(Cape Breton),	Roy,
Bowell	Domville,	McHugh,	Scott
(Sir Mackenzie),	Douglas,	McKay (Truro),	(Sir Richard),
Boyer,	Ellis,	McLaren,	Talbot,
Campbell,	Fiset,	McMullen,	Tessier,
Cartwright	Gillmor,	McSweeney,	Thompson,
(Sir Richard),	Jaffray,	Montplaisir,	Watson,
Chevrier,	King,	Owens,	Wilson,
Cloran,	Kirchhoffer,	Poirier,	Yeo,
Coffey,	Landry,	Power.	Young.
Comeau,			

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Young, for the Honourable Mr. Jones:—
Of the Conduits Company, Limited.

By the Honourable Mr. McSweeney:—
Of Frederick Vernon Wedderburn, of the City of Saint John and elsewhere,
(Albert and Moncton Railway Company).

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

FRIDAY, 20th January, 1911.

The Standing Committee on Standing Orders have the honour to make their Fourth Report,

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

Of the Alberta Railway and Irrigation Company; praying for legislation extending the time for the construction of their proposed lines of railway.

Of the Manitoba and North Western Railway Company of Canada; praying for legislation extending the time for the completion of their proposed works and changing the terminus of their authorized line between Theodore and Insinger.

Of the Campbellford, Lake Ontario and Western Railway Company; praying for legislation changing the route of their proposed railway and increasing their bonding powers.

Of the South Ontario Pacific Railway Company; praying for legislation empowering them to build a railway from a point at or near Guelph to a point at or near Hamilton, and for increasing their bonding powers.

Of the Georgian Bay and Seaboard Railway Company; praying for legislation increasing its bonding powers, and authorizing it to change its point of connection with the Ontario and Quebec Railway.

Of George S. Ruel and others, of Toronto, in the Province of Ontario; praying to be incorporated as the Canadian Northern Branch Lines Railway Company.

Of the Canadian Northern Quebec Railway Company; praying for legislation empowering them to build a branch line from Rawdon to a point on the National Transcontinental Railway, and from St. Jerome to St. Eustache.

Of the McClary Manufacturing Company; praying for legislation empowering them under certain restrictions to buy other like properties; issue certain preference stock and for other purposes.

Of the Brockville, Westport and Northwestern Railway Company; praying for legislation empowering them to enter into certain agreements with the Canadian Northern Ontario Railway Company and the Ontario and Ottawa Railway Company.

Of the Bay of Quinte Railway Company; praying for legislation empowering them to enter into certain agreements with the Canadian Northern Ontario Railway Company and the Ontario and Ottawa Railway Company.

Of the Canadian Northern Ontario Railway Company; praying for legislation extending the time for the construction of certain of their lines of railway.

Of the Indian River Railway Company; praying for legislation extending the time for the construction of their railway.

Of the National Weekly Indemnity Company, a Company incorporated by the Legislature of Quebec; praying to be incorporated by the Dominion Parliament and to have its name changed to The Guarantee and Accident Company.

Of Kennet S. Blackwell and others of Montreal; praying to be incorporated as The Guardian Accident and Guarantee Company.

Of the Dominion Atlantic Railway Company; praying for legislation allowing them to enter into an agreement with the Canadian Pacific Railway Company for any of the purposes specified in Section 361 of the Railway Act.

Of the Grand Trunk Railway Company of Canada; praying for legislation conferring certain powers upon them; to be exercised subject to approval of their proprietors; *re* forms of transfer of various classes of stock; acquiring or disposing of Montreal and Southern Counties Railway Company's, and Grand Trunk Western Railway Company's stock, &c., and for other purposes.

Of the Ottawa Northern and Western Railway Company; praying for legislation extending the time for the construction of their authorized but uncompleted railways.

Of the Southern Central Pacific Railway Company; praying for legislation extending the time for the construction of their proposed railway; authorizing certain branch lines; giving the right to connect with foreign railways and certain other purposes.

Of the Western Central Railway Company, a Company incorporated by the Legislature of Ontario; praying for legislation declaring their works to be for the

general advantage of Canada; extending the time for construction of their railway and other purposes.

Of John Stanley Hough and others, of the City of Winnipeg, shareholders, &c., of the Canadian Western Railway Company; praying for legislation extending the time for the construction of their lines of railway and for other purposes.

Of J. A. Sheppard and others of Moosejaw and elsewhere; praying to be incorporated as The Hudson Bay Mortgage Corporation.

Of Herbert Weston and others, of the City of Saskatoon, Saskatchewan; praying to be incorporated as The Northwest Loan Company; and

Of Walter John Teasdale, of the City of London and others of elsewhere; praying to be incorporated as The Empire Life Insurance Company of Canada.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

Ordered, That the same do lie on the Table.

With leave of the Senate,

On Motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. King, it was

Ordered, That Bill (33) intituled: "An Act respecting the South Ontario Pacific Railway Company" be placed upon the Orders of the Day for a second reading on Wednesday next.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid before the Senate, copies of all Orders in Council and Ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the Government and situated on des Ramparts Street at Quebec;
2. Of the requests made by other persons at that time, to purchase or lease the property in question;
3. Of the sale of the same property to the same Georges Tanguay, agreed to by the present Government about 1897.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a copy of the report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dery, the keeper of the restaurant established in the immigration buildings at Quebec, and also of the correspondence exchanged and the inquiry held by the Immigration Agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality.

Pursuant to the Order of the Day, the Bill (9) intituled: "An Act to amend the Inspection and Sale Act," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at three o'clock in the afternoon.

Tuesday, 24th January.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Macdonald	Riley,
Beith,	Davis,	(Victoria),	Roche,
Belcourt,	Derbyshire,	MacKeen,	Ross (Halifax),
Bolduc,	Dessaulles,	McDonald	Ross
Bostock,	Domville,	(Cape Breton),	(Sir George W.),
Boucherville, de	Douglas,	McHugh,	Ross (Moosejaw),
(C.M.G.),	Edwards,	McKay (Truro),	Roy,
Boyer,	Ellis,	McLaren,	Scott
Campbell,	Farrell,	McMillan,	(Sir Richard),
Cartwright	Fiset,	McMullen,	Shehyn,
(Sir Richard),	Gillmor,	McSweeney,	Talbot,
Casgrain,	Godbout,	Miller,	Tessier,
Chevrier,	King,	Mitchell,	Thompson,
Choquette,	Kirchhoffer,	Owens,	Watson,
Cloran,	Landry,	Poirier,	Wilson,
Coffey,	Lavergne,	Power,	Wood,
Comeau,	Legris,	Prince,	Yeo,
Costigan,	Lougheed,	Ratz,	Young.
Dandurand,			

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Thompson:—

Of Arthur William Redden and others of the City of Halifax (All Red Steamship Company).

Of Frank O. Fowler, of the City of Winnipeg and others of elsewhere, (Saskatoon and Hudson Bay Railway Company).

By the Honourable Mr. McHugh:—

Of Arthur Lionel Eastmure and others, of the City of Toronto, (Lloyds Casualty Company of Canada).

By the Honourable Mr. McSweeney:—

Of Joseph D. MacKenzie and others, of London, England, (Albert and Moncton Railway Company).

By the Honourable Sir George W. Ross:—

Of the Manitoulin and North Shore Railway Company.

Of the Ontario Hudson's Bay and Western Railways Company.

Of the Algoma Central and Hudson Bay Railway Company.

Of the Huron and Ontario Railway Company.

By the Honourable Mr. Talbot:—
Of the Joliette and Lake Manuan Colonization Railway Company.

By the Honourable Mr. Gillmor:—
Of the Goldschmidt Thermit Company.

By the Honourable Mr. Derbyshire:—
Of George A. Brown, of the Town of Port Hope, Ontario; praying for a Bill of Divorce from his wife Margaret Brown, of Halls Bridge, Ontario.

By the Honourable Mr. Watson:—
Of the Town of Fort Frances.

By the Honourable Mr. Bostock:—
Of William Denham Verschoyle and others, of Vancouver, British Columbia, (Pacific and Hudson's Bay Railway Company).

By the Honourable Sir Richard Scott:—
Of George Burn and others, of the City of Ottawa, (Canadian Surety Company).

Pursuant to the Order of the Day the following petitions were severally read:—

Of the Buffalo, Niagara and Toronto Railway Company; praying for legislation extending the time for the commencement and completion of their railway.

Of R. R. Jamieson and others, of Calgary, Alberta; praying to be incorporated as The Alberta Electric Railway Company.

Of Rodolphe Chevrier and others, of the City of Ottawa and elsewhere; praying to be incorporated as The Quebec and Great North-Western Railway Company.

Of the Lake Champlain and St. Lawrence Ship Canal Company; praying for legislation reviving their Act of Incorporation and extending the time for the commencement and completion of their works.

Of the Baptist Convention, of Ontario and Quebec; praying for legislation amending their Act of Incorporation.

Of Charles J. Holmes, President of the Baptist Convention of Ontario and Quebec and of Jos. N. Johnstone, Chairman of the Foreign Mission Board of the Baptist Convention of Ontario and Quebec; praying for incorporation as "The Canadian Baptist Foreign Mission Board."

Of John Nairn, of the City of Edinburgh, Scotland and others, of the City of Winnipeg, Manitoba; praying to be incorporated as The Hudson's Bay, Peace River and Pacific Railway Company.

Of John Muir and others, of the City of Brantford; praying to be incorporated as The Lake Erie and Northern Railway Company.

Of George Alexander Graham and others, of Fort William and elsewhere; praying to be incorporated as The Western Canal Company.

Of A. G. Mackay and others, of Owen Sound and elsewhere; praying to be incorporated as the Simcoe, Grey and Bruce Railway Company.

Of the Alsek and Yukon Railway Company, praying for legislation extending the time for the construction of their railway.

Of Frederick Vernon Wedderburn and others, of the City of Saint John and elsewhere; praying to be incorporated as The Albert and Moncton Railway Company; and

Of the Conduits Company, Limited; praying for legislation authorizing the Commissioner of Patents to receive further payment of further partial fees for second and third periods of six years each, and reviving and extending Patent No. 66,686.

The Honourable Mr. McHugh presented to the Senate a Bill (E) intituled: "An Act respecting the Ontario Northern and Timagami Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Casgrain presented to the Senate a Bill (F) intituled: "An Act to incorporate the Guardian Accident and Guarantee Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Landry called the attention of the Government to the following facts:—

1. In 1812, on the 5th May, the Adjutant General of the Militia of Lower Canada published the following circular:—

Circular.

OFFICE OF THE ADJUTANT GENERAL OF THE MILITIA OF LOWER CANADA,

QUEBEC, 5th May, 1812.

His Excellency the Commander in Chief finding it necessary to establish a uniform system, for the exercise and instruction of the Militia of this Province, has commanded me to cause to be printed and circulated the following Rules and Regulations for the information and guidance of the Officers; and to signify to you his desire that what is therein contained may be strictly observed by the battalion under your orders.

His Excellency further commands me to inform you that copies of the said Regulations will be sent to His Majesty's Inspectors of Militia, who will be commanded to report every deviation which they may observe to be made in the different battalions which they may be ordered to inspect.

By order of His Excellency.

F. VASSAL DE MONVIEL,

Lieut. Colonel and Adjutant General of the Militia of Lower Canada.

To the Colonels or Lieut. Colonels commanding Battalions or divisions of the Militia.

2. The circular was published in English and French and accompanied the publication both in English and French of a Manual entitled:—

By order of His Excellency.

OFFICE OF THE ADJUTANT GENERAL OF THE MILITIA OF LOWER CANADA.

RULES AND REGULATIONS

FOR THE

FORMATION, EXERCISE AND MOVEMENTS

OF THE

MILITIA OF LOWER CANADA.

Published by Order of His Excellency the Commander in Chief.

QUEBEC.

PRINTED AT THE NEW PRINTING OFFICE.

1812.

3. This Manual of 1812 for the use of the Canadian Militia of the Province of Lower Canada contained, simultaneously, opposite one another, the two versions, English and French, not only of the explanations necessary to the understanding of the exercises and movements of the Canadian Militia, but also of the words of command, as they were then given to the troops, as it is proven by the following example, clearly demonstrated by a reproduction of pages 173 and 174 of the said Manual:—

FIRST MANOEUVRE.—PREMIERE MANOEUVRE.

Close Column in rear of the right division. — La Colonne en Masse en arrière de la division de la droite.

COMMANDING OFFICER.		Words of Command by Officers of divisions.	COMMANDEMENTS DU CHEF.		Mots des officiers de division.
Cautions.	Commands.		Mots d'avertissement.	Mots d'exécution.	
The battalion will form column of divisions in rear of the right division.	Remaining divisions to the right face (1) quick march (2).	2nd division, halt, front, dress, &c. do. 3rd do. &c.	Le bataillon formera une colonne en masse en arrière de la division de la droite.	Divisions de gauche, à droite (1). Pas redoublé, marche (2).	2e division, halte, front, alignement. 3e division, do do etc.
Form column of grand divisions (3).	Left divisions to the left face (4) quick march.	2nd division, halt, front, dress, (6) march. Halt, dress, eyes front, &c. 2nd grand division, halt, dress, 3rd do. do. &c.	Former la colonne de grande division (3). La colonne serrera le front (6).	Divisions de gauche à gauche (4). Pas redoublé, marche. Le Marche.	à 2e division, halte, front, alignement (6), marche.
The column will close to the front (6).	March.	Dress (8) 5th grand division, march, halt, dress, eyes front. Dress 4th grand division march, halt, dress, eyes front.			Halte, alignement, fixe, etc. 2e grande division, halte, alignement. 3e do do etc.
The column will take ground to the right, and on the march deploy on the rear grand division.	To the right face quick march (7) 5th grand division, halt, front.		La colonne marchera à droite et en marche déployera sur la grande division de l'arrière.	À droite, pas redoublé, marche (7). 5e grande division, halte, front.	Alignement (8), 5e grande division, marche, halte, alignement, fixe.
	4th grand division, halt, front.			4e grande division, halte, front.	Alignement, 4e G.D., marche, halte, alignement, fixe.
	3rd do. do. &c.	Dress 3rd do. do. &c.		3e do do etc.	Align. 3e do etc.
	2nd do. do. &c.	Dress 2nd do. do. &c.		2e do do etc.	Align. 2e do etc.
	1st do. do. &c.	Dress 1st do. do. &c.		1re do do etc.	Align. 1re do etc.

N. B.—The numbers in brackets refer to the notes of the book. N. B.—Les chiffres entre parenthèses réfèrent aux notes du livre.

And inquired:—

Does the Government intend to revive the traditions of a past not lacking in glory, and to continue, for the benefit of the descendants of militiamen who then defended the British Crown, the use of a language which will enable our rural populations to better understand, if not their duties towards the King, at least the orders they may receive from him, and which will place them in a position to fulfill the same more intelligently and promptly?

Debated.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to Mr. J. B. Laliberte, of Quebec, merchant, by each of the Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for the production, in detail, of the accounts and claims filed at the Department of the Interior, or the Immigration Office, Quebec, by Mr. Jacques Dery, restaurant keeper during the navigation season of 1910.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Address of the Senate dated 17th January, 1911, for a statement of the number of applications for and number of divorces granted by the Parliament of Canada from 1894 to 1910 inclusive.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 116.)

A Message was brought from the House of Commons by their Clerk with a Bill (19) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (21) intituled: "An Act respecting the Vancouver and Lulu Island Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeoo, it was

Ordered, That the said Bill be read a second time on Thursday next.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Cloran, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (34) intituled: "An Act respecting the Walkerton and Lucknow Railway Company," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (17) intituled: "An Act respecting the British Columbia Southern Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (6) intituled: "An Act to amend the Interest Act," was read a second time

On motion of the Honourable Mr. McHugh, seconded by the Honourable Sir George W. Ross, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (31) intituled: "An Act respecting the Guelph and Goderich Railway Company," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (18) intituled: "An Act respecting the Kootenay and Arrowhead Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for putting the Senate into a Committee of the Whole on Bill (9) intituled: "An Act to amend the Inspection and Sale Act."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McLaren, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Wednesday, 25th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Power,
Beique,	Dandurand,	Legris,	Prince,
Beith,	David,	Lougheed,	Ratz,
Belcourt,	Davis,	MacDonald	Riley,
Baldue,	Derbyshire,	(Victoria),	Roche,
Bostock,	Dessaulles,	MacKay (Alma),	Ross (Halifax),
Boucherville, de	De Veber,	MacKeen,	Ross (Moosejaw),
(C.M.G.),	Domville,	McDonald	Roy,
Boyer,	Douglas,	(Cape Breton),	Scott (Sir Richard),
Campbell,	Edwards,	McHugh,	Shehyn,
Cartwright	Ellis,	McKay (Truro),	Talbot,
(Sir Richard),	Farrell,	McLaren,	Tessier,
Casgrain,	Fiset,	McMillan,	Thompson,
Chevrier,	Gillmor,	McMullen,	Watson,
Choquette,	Godbout,	McSweeney,	Wilson,
Cloran,	King,	Mitchell,	Wood,
Coffey,	Kirchhoffer.	Owens,	Yeo,
Comeau,	Landry,	Poirier,	Young.

PRAYERS.

The following petition was brought and laid on the Table:—

By the Honourable Mr. Coffey:—

Of Michael O'Brien, of the Town of Renfrew and others of elsewhere. (The Universal Life Assurance Company of Canada).

The Honourable Mr. Coffey, from the Standing Committee on Debates and Reporting, presented their Second Report,

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 25th January, 1911.

The Standing Committee on Debates and Reporting have the honour to make their Second Report.

Your Committee having been informed that the present staff of French translators of the Senate Debates are unable to make the translation required of them as promptly as desired, recommend that an additional translator be appointed for the present session only, and that Mr. George Morisset receive the appointment, and

that he be paid at the same rate as like translators are paid in the House of Commons, and that the Clerk of the Senate, in accordance with the Civil Service Act, chapter 15, section 23, 1903, report upon this arrangement to His Honour the Speaker.

All which is respectfully submitted.

THOS. COFFEY,
Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Landry called the attention of the Senate:—

To a certain letter published in the *Standard of Empire* newspaper, in the number for 23rd December, 1910, which letter reads as follows:—

“THE PENALTY OF PATRIOTISM.

To the Editor.

Sir,—The article by Mr. F. D. Bone in your current issue of this week presents the case for the ex-Service man who wishes to emigrate, but has not the means to do so, most admirably. I hope that it will be read by some Imperialist, who has the generous heart and the power of the purse, so that the opportunities now offering in our Oversea States may be availed of in the interests of those who have done so much to preserve and maintain the Empire.

Your readers may be interested to know that in Canada a branch has been established, under the presidency of the Governor-General, the Right Hon. Earl Grey, with the Lieutenant-Governors of the Provinces of Ontario, Manitoba, Alberta, and British Columbia, as vice-presidents, and committees have been formed in Quebec, Toronto, Winnipeg, Edmonton, Vancouver, Victoria, and Vernon. There are openings in Canada, at the present moment, in the military forces at Halifax and Quebec, and there are a few excellent opportunities for civil employment offered by the local committees.

In Australia the British Immigration League has undertaken to represent the league, and is prepared to find openings for men of the right stamp, who are willing to take up work in the country districts as boundary riders, stockmen, cooks, rough carpenters, handy men, and agricultural labourers. The New Zealand Government are also favourably considering the matter of granting facilities to ex-Service men to settle in that country.

“The chief object of the league is to advance money to suitable men of good character, who are without means. In every such case, however, applicants for assistance will be expected to find some portion of their fares, either from their regimental or other associations, or from their friends, or to furnish a guarantee for the purpose. They will also be required to repay the amount advanced to them, under an order upon the Government authorities or the local committees in the various Oversea States.

Already a considerable amount of useful work has been done on behalf of Military pensioners, and ex-Service men without pensions, who have been able to pay their own fares, many of whom have been found openings in our Oversea States, where they are now happily settled. A number of men have also been sent to the Royal Canadian Garrison Artillery, Quebec, by arrangement with the Canadian military authorities and the War Office.

At the present moment openings are being found by our Canadian committees for liftmen, &c., in Vancouver and other parts of the Dominion, and a number of men, recommended by the National Association for the Employment of Reserve and Discharged Soldiers, the Army and Navy Pensioners' and Time-Expired Men's Employment Society, the Veterans' Corps and Employment Bureau and the Corps of Commissionaires are applying for these appointments. The wages offered are from \$40 to \$50 per month.

Time-expired men who are willing to enter the Permanent Force in Canada have the opportunity of so doing, and already a number of gunners have been sent to the R.C. G.A., Quebec. Advances out of the small funds, which a few friends have subscribed, have been made in some cases to the latter, and the amounts so advanced are already being returned, and are being used to help other applicants.

I am glad to say that the man, whose letter Mr. Bone quotes, writes me to say that the Salvation Army are likely to be able to send him and his family to assured employment in Canada. It appears that a firm of cotton spinners are willing to defray two-thirds of the fares of suitable men with families. The balance in this case will be advanced by the army. The writer, while grateful for this promised service, asks if something can be done to help him to find clothes for the children, as 'at present what they are wearing must go on the dust heap.' Should any reader feel moved to render such assistance the league will be glad to act as almoners. I am, &c.

E. T. SCAMMELL, Joint Hon. Sec.,
Naval and Military Emigration League.

11 Haymarket, S.W."

And inquired of the Government:—

1. What is the nature of the arrangements entered into between the Canadian Military authorities and the War Office in England, which arrangements are mentioned in the letter above cited, and according to which the Royal Canadian Garrison Artillery at Quebec is to receive its recruits from England?

2. How many recruits from England has the Royal Canadian Garrison Artillery at Quebec added to its muster rolls?

3. Apart from the Garrison Artillery, what is the number of English recruits who, according to the arrangements above mentioned, have been added to the Permanent Canadian Army?

4. Have arrangements of the same nature been made with the English Admiralty for recruiting sailors intended to fill the lists of the new Canadian Naval Service?

5. Is it because recruiting in the country has really failed, that we have thus to ask England for the soldiers of whom we have need?

Debated.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate, do issue for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec, and addressed to the Agent of the Department at that place, against Mr. Jacques Dery, the restaurant keeper, and also of the reply of the latter.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate, do issue for the production of a statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different Departments of the Government of this country from the founding of that newspaper up to this date.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Lougheed, it was

Ordered, That an Order of the Senate do issue for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different Departments of the Government of this country.

A message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

TUESDAY, 24th January, 1911.

Resolved, That a Message be sent to the Senate requesting that their Honours will be pleased to furnish to this House any accounts and vouchers it may have in its custody respecting expenditures made by that Honourable body during the fiscal year ending 31st March, 1910, pursuant to request made by the Committee on Public Accounts in their report presented this day.

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest,

THOS. B. FLINT,

Clerk of the Commons.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said message be taken into consideration by the Senate on Tuesday next.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 17th January, 1911, calling for dates of publication and distribution to Members of Parliament of the English and French editions of the Debates of the Senate and of the House of Commons from the year 1900 to date.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 115.)

The Order of the Day being read for the second reading of Bill (D) "An Act to amend Judges Act."

The Honourable Mr. Choquette moved, seconded by the Honourable Mr. Cloran,

That the said Bill be now read a second time.

Before the Bill could be read the Honourable Mr. Power raised the point of Order: That this Bill being to all intents and purposes a money bill, it should not have originated in the Senate, and as a consequence proceedings thereon should not be allowed to go further.

His Honour the Speaker ruled, That the point of Order was well taken.

Pursuant to the Order of the Day, the Bill (33) intituled: "An Act respecting the South Ontario Pacific Railway Company," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Douglas, it was

Ordered, That the same be postponed until Thursday the second of February next.

The House according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (9) intituled: "An Act to amend the Inspection and Sale Act."

(In the Committee.)

Title read and postponed.

Preamble again read and agreed to.

1st Clause read and amended as follows:—

Page 1, line 9, Leave out "contain" and insert "mean" and after "pounds" insert "of potatoes."

Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Ellis from the said Committee reported that they had gone through the said Bill, and had directed him to report the same, with an amendment which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk:—

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Talbot, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Talbot, it was

Ordered, That the said Bill as amended be read a third time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Wednesday, 26th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Legris,	Roche,
Beith,	David,	Lougheed,	Ross (Halifax),
Belcourt,	Davis,	Macdonald	Ross (Moosejaw),
Bolduc,	Derbyshire,	(Victoria),	Roy,
Bostock,	Dessaulles,	McDonald	Scott
Boucherville, de	De Veber,	(Cape Breton),	(Sir Richard),
(C.M.G.),	Domville,	McHugh,	Shehyn,
Bowell	Douglas,	McKay (Truro),	Talbot,
(Sir Mackenzie),	Edwards,	McLaren,	Tessier,
Campbell,	Ellis,	McMullen,	Thompson,
Cartwright	Farrell,	McSweeney,	Watson,
(Sir Richard),	Fiset,	Mitchell,	Wilson,
Chevrier,	Gillmor,	Owens,	Wood,
Choquette,	Godbout,	Poirier,	Yeo,
Cloran,	King,	Power,	Young.
Coffey,	Kirchhoffer,	Prince,	
Comeau,	Landry,	Ratz,	
Costigan,	Lavergne,	Riley,	

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Sir Mackenzie Bowell:—

Of Jesse Wilbert Hearn, of the Township of Sidney, Ontario; praying for a Bill of Divorce, from his wife Helen Hearn, now of the City of Saginaw in the State of Michigan, one of the United States of America.

By the Honourable Mr. Belcourt:—

Of Philip O'Reilly and others, of the City of Ottawa. (The Montreal and Great Eastern Railway Company.)

By the Honourable Mr. Young:—

Of A. Wagner and others, provisional directors of the Manitoba Radial Railway Company.

Pursuant to the Order of the Day the following petitions were severally read:—

Of Arthur William Redden and others, of the city of Halifax; praying to be incorporated as "The All Red Steamship Company."

Of Frank O. Fowler, of the city of Winnipeg and others of elsewhere; praying to be incorporated as The Saskatoon and Hudson Bay Railway Company.

Of Arthur Lionel Eastmure and others, of the city of Toronto; praying to be incorporated as Lloyds Casualty Company of Canada.

Of Joseph D. MacKenzie and others, of London, England; praying to be incorporated as The Albert and Moncton Railway Company.

Of the Manitoulin and North Shore Railway; praying for the passing of an Act changing their name to "The Algoma Eastern Railway Company."

Of the Ontario Hudson's Bay and Western Railway Company; praying for legislation extending the time for the construction of their railways.

Of the Algoma Central and Hudson Bay Railway Company; praying for legislation extending the time for the construction of their railway; authorizing a new branch line; and confirming certain arrangements respecting their capital stock.

Of the Huron and Ontario Railway Company; praying for legislation extending the time for the construction of their railway.

Of the Joliette and Lake Manuan Colonization Railway Company; praying for the passing of an Act extending the time for the construction of its authorized railway; empowering them to build a railway from Joliette to Montreal, increasing its bonding powers and for other purposes.

Of the Goldschmidt Thermit Company; praying for legislation authorizing the Commissioner of Patents to receive payment of further fees for the second and third terms on Patent No. 86,085, and extending the term of duration of said patent.

Of the town of Fort Frances; praying for legislation repealing certain sections of chapter 139, 1905 "An Act respecting the Ontario and Minnesota Power Company, Limited" and for other purposes.

Of William Denham Versehoyle and others, of the city of Vancouver; praying to be incorporated as the Pacific and Hudson Bay Railway Company.

Of George Burn and others, of the city of Ottawa; praying to be incorporated as The Canadian Surety Company.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the Departments of the Government of this country?

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing, year by year, since July 1st, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the Departments of the Government of this country.

With leave of the Senate,

The Honourable Mr. Young moved,

That until otherwise ordered, when the Senate meets on Friday, the hour of meeting shall be 2.30 o'clock instead of three o'clock, as at present.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (E) intituled: "An Act respecting the Ontario Northern and Timagami Railway Company" was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Beith, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (F) intituled: "An Act to incorporate The Guardian Accident and Guarantee Company was read a second time.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (19) intituled: "An Act respecting the Manitoba and North-Western Railway Company of Canada was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (21) intituled: "An Act respecting the Vancouver and Lulu Island Railway Company was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Debates and Reporting of the Senate.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Friday, 27th January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beique,	Cosugan,	Lavergne,	Ratz,
Beith,	Dandurand,	Legris,	Riley,
Belcourt,	David,	Lougheed,	Roche,
Bolduc,	Davis,	Macdonald	Ross (Halifax),
Bostock,	Derbyshire,	(P.E.I.),	Ross (Moosejaw),
Boucherville, de	Dessaulles,	Macdonald	Roy,
(C.M.G.),	De Veber,	(Victoria),	Scott
Bowell,	Domville,	McHugh,	(Sir Richard),
(Sir Mackenzie),	Douglas,	McKay (Truro),	Shehyn,
Boyer,	Edwards,	McLaren,	Talbot,
Campbell,	Ellis,	McMullen,	Tessier,
Cartwright	Farrell,	McSweeney,	Thompson,
(Sir Richard),	Fiset,	Mitchell,	Watson,
Casgrain,	Gillmor,	Owens,	Wilson,
Chevrier,	Godbout,	Poirier,	Wood,
Cloran,	King,	Power,	Yeo,
Coffey,	Kirchhoffer,	Prince,	Young.
Comeau,	Landry,		

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Casgrain:—

Of Rodolphe Forget and others, of the City of Montreal and elsewhere. (La Banque du Canada.)

By the Honourable Mr. Derbyshire for the Honourable Sir George W. Ross:—
Of the Globe Printing Company.

The Honourable Mr. Young from the Standing Committee on Standing Orders, presented their Fifth Report.

Ordered, That it be received, and

The same was then read by the Clerk as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 27th January, 1911.

The Standing Committee on Standing Orders have the honour to make their Fifth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:

Of the Orford Mountain Railway Company; praying for legislation authorizing them to construct a line of Railway from Mansonville to the International Boundary and increasing its bonding powers.

Of the Pontiac Central Railway Company; praying for legislation extending the time for the completion of their railway.

Of the Grand Trunk Pacific Branch Lines Company; praying for legislation authorizing them to construct certain additional branch lines; to issue bonds and debentures or other securities in respect thereof, and limiting the time for the construction and completion of said branches.

Of the Hamilton Provident and Loan Society; praying for legislation redefining and limiting the borrowing powers of the Society.

Of the Quebec and New Brunswick Railway Company; praying for legislation extending the time for the construction of their authorized railway.

Of the Ontario Northern and Timagami Railway Company; praying for legislation extending the time for the commencement and completion of their proposed railway, and for other purposes.

Of the Pacific Northern and Omenica Railway Company; praying for legislation extending the time for the construction and completion of their railway.

Of Thomas Alexander Crerar and others of the City of Winnipeg and elsewhere; praying to be incorporated as "The Grain Growers' Grain Company, Limited."

Of James A. Harvey and others, of the City of Vancouver, in the Province of British Columbia; praying to be incorporated as the Canada Intermountain Railway Company.

Of Victor Pujebet and others, of Edmonton, Alberta; praying to be incorporated as The Pacific and Peace Railway Company.

Of the Burrard Westminster Boundary Railway and Navigation Company; praying for legislation extending the time for the construction of their authorized railways.

Of the British Crown Assurance Corporation, Limited, a Company incorporated under the Companies Act of Great Britain; praying for the passing of an Act, authorizing the issue of a license to enable them to do business in Canada.

Of the Lake Champlain and St. Lawrence Ship Canal Company; praying for legislation reviving their Act of Incorporation and extending the time for the commencement and completion of their works.

Of Frederick Vernon Wedderburn and others, of the City of Saint John and elsewhere; and also

Of Joseph D. MacKenzie and others, of London, England; praying to be incorporated as The Albert and Moncton Railway Company.

Of the Conduits Company, Limited; praying for legislation authorizing the Commissioner of Patents to receive further payment of further partial fees for second and third periods of six years each, and reviving and extending Patent No. 66,686.

Of the Ontario Hudson's Bay and Western Railways Company; praying for legislation extending the time for the construction of their railway.

Of Arthur Lionel Eastmure and others, of the City of Toronto; praying to be incorporated as Lloyds Casualty Company of Canada.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir MacKenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Messrs. Samson and Fillion, of Quebec, merchants, by each of the different Departments of the Government of this country.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A further Supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 87b.)

The Honourable Mr. Davis presented to the Senate a Bill (G) intituled: "An Act to incorporate the Grain Growers' Grain Company, Limited."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Costigan presented to the Senate a Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until Tuesday next, at three o'clock in the afternoon.

Tuesday, 31st January, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	Lavergne,	Riley,
Beith,	Costigan,	Legris,	Roche,
Belcourt,	David,	Macdonald	Ross (Halifax).
Bolduc,	Davis,	(Victoria),	Ross
Bostock,	Derbyshire,	MacKeen,	(Sir George W.),
Boucherville, de	Dessaulles,	McDonald	Ross (Moosejaw),
(C.M.G.),	De Veber,	(Cape Breton),	Roy,
Bowell	Domville,	McHugh,	Scott
(Sir Mackenzie),	Douglas,	McKay (Truro),	(Sir Richard),
Boyer,	Ellis,	McMillan,	Talbot,
Campbell,	Farrall,	McMullen,	Tessier,
Cartwright	Fiset,	McSweeney,	Thompson,
(Sir Richard),	Gillmor,	Mitchell,	Watson,
Casgrain,	Jaffray,	Poirier,	Wilson,
Chevrier,	Jones,	Power,	Wood,
Choquette,	King,	Prince,	Yeo,
Cloran,	Kirchhoffer,	Ratz,	Young.
Coffey,	Landry,		

PRAYERS.

Pursuant to the Order of the Day the following petitions were severally read:—

Of Michael J. O'Brien, of the Town of Renfrew and others of elsewhere; praying to be incorporated as "The Universal Life Assurance Company of Canada."

Of Philip O'Reilly and others, of the City of Ottawa; praying to be incorporated as "The Montreal and Great Eastern Railway Company."

Of A. Wagner and others, provisional directors of the Manitoba Radial Railway Company; praying for legislation extending the time for the commencement and completion of their lines of railway.

Of Rodolphe Forget and others, of the City of Montreal and elsewhere; praying to be incorporated as "La Banque du Canada," and

Of the Globe Printing Company, Toronto; praying for the passing of an Act amending their Act of Incorporation.

The Honourable Mr. DeVeber, from the Standing Committee on Public Health and Inspection of Foods, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

THURSDAY, January 26th, 1911.

The Committee on Public Health and Inspection of Foods have the honour to present their Second Report.

Your Committee deem it advisable during the present Session to devote their time to the obtaining of information upon the subject of sanitation in "construction," "logging" and other camps, and to ascertain the causes of Typhoid, and to canvas suggestions as to precautions and remedies, &c.

To that end Your Committee purpose citing the presence of health officers and others to appear before them from time to time and give evidence.

This will occasion the employment of a stenographer, and will entail other expenses.

Your Committee, therefore, recommend that a sum not exceeding \$500.00, (five hundred dollars), be placed at their disposal, for these purposes.

All which is respectfully submitted.

L. GEO. DE VEBER,
Chairman.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Belcourt, presented to the Senate a Bill (1) intituled: "An Act respecting the pollution of Navigable Waters."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. De Veber, presented to the Senate a Bill (J) intituled: "An Act to incorporate the Canadian Intermountain Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Address of the Senate dated 22nd April, 1910, showing the expenses incurred, and the date of each of the payments made by the Government for the electric installation in each of the rooms of the Immigration Office at Quebec during the years 1908 and 1909.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 117.)

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to the Martineau Company by the several Departments of the country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date the amounts paid to Mr. Jean Drolet, of Quebec, by the several Departments of the country.

Pursuant to the Order of the Day the Bill (9) intituled: "An Act to amend the Inspection and Sale Act," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (46) intituled: "An Act respecting the Ottawa Northern and Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (53) intituled: "An Act respecting the Dominion Atlantic Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (57) intituled: "An Act respecting the London and North Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (66) intituled: "An Act respecting the Brockville, Westport and North Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (67) intituled: "An Act respecting the Burrard, Westminster Boundary Railway and Navigation Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company," and Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company," and to change its name to "The Kettle Valley Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a second time on Friday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Wednesday, 1st February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Coffey,	King,	Prince,
Beique,	Comeau,	Kirchhoffer,	Ratz,
Beith,	Costigan,	Landry,	Riley,
Belcourt,	Dandurand,	Lavergne,	Roche,
Bolduc,	David,	Legris,	Ross (Halifax),
Bostock,	Davis,	MacKeen,	Ross (Moosejaw),
Boucherville, de (C.M.G.),	Dessaulles,	McDonald	Roy,
Bowell	De Veber,	(Cape Breton),	Scott
(Sir Mackenzie),	Domville,	McHugh,	(Sir Richard),
Boyer,	Douglas,	McKay (Truro),	Talbot,
Campbell,	Edwards,	McLaren,	Tessier,
Cartwright	Ellis,	McMillan,	Thompson,
(Sir Richard),	Farrell,	McMullen,	Watson,
Casgrain,	Fiset,	McSweeney,	Wilson,
Chevrier,	Gillmor,	Mitchell,	Wood,
Choquette,	Godbout,	Owens,	Yeo,
Cloran,	Jaffray,	Poirier,	Young.
	Jones,	Power,	

PRAYERS.

The Honourable Mr. Thompson, acting Chairman from the Standing Committee on Banking and Commerce, to whom was referred the Bill (F) intituled: "An Act to incorporate The Guardian Accident and Guarantee Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 2, line 8.—After the word "land" insert as clause 8 the following:—

"8. The Insurance Act of 1910 shall apply to the Company."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McLaren, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

TUESDAY, 31st January, 1911.

The Committee on Divorce beg leave to make their Third Report, as follows:—

In the matter of the Petition of Dame Matilda Emo, of the City of Montreal, in the Province of Quebec; praying for the passing of an Act to dissolve her marriage with Peter Henry Hibbard, presently of the City of Quebec, Province of Quebec, machinist, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Report be taken into consideration by the Senate on Thursday the ninth instant.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to the Montreal *Herald* by the several Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Patrie*, of Montreal, by the several Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Presse*, of Montreal, by the several Departments of the Government of this country.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for a Return showing, in as many distinct columns:—

1. The names of all the ships of which the Canadian fleet service is actually composed.
2. The tonnage of each of these ships.
3. How old is each ship at present.
4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship.
5. The horse-power of each of them.
6. The motive power, side wheels, propeller or sails.
7. The number of persons of which the crew of each of these ships is composed.
8. The cost of annual maintenance of each ship with its crew.
9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisheries, or for what other purpose.
10. The waters on which each of these ships sails,—the waters of the Atlantic or Pacific oceans, the Great Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed on the shores of British Columbia, and of the ships sailing on the waters of the Eastern portion of the American continent owned by us.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid on the Table of this House, copies of petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Debates and Reporting of the Senate.

The Honourable Mr. Coffey moved, seconded by the Honourable Mr. McDonald (C.B.).

That the said Report be now adopted.

The Honourable Mr. McMullen in amendment moved, seconded by the Honourable Mr. Campbell,

That all the words after the word "That" be struck out and the following substituted in lieu thereof "the matter referred to in this report be referred to the Committee on Internal Economy and Contingent Accounts for report thereon."

After Debate.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young.

That the Debate on the said motion and motion in amendment be adjourned until Wednesday the eighth February instant.

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (G) intituled: "An Act to incorporate the Grain Growers' Grain Company, Limited," was read a second time.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas.

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the Second Reading of the Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company."

On motion of the Honourable Mr. Costigan, seconded by the Honourable Mr. De Veber, it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Public Health and Inspection of Foods.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Douglas.

The said Report was adopted.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 2nd February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Coffey,	King,	Ratz,
Beique,	Comeau,	Landry,	Riley,
Beith,	Costigan,	Lavergne,	Roche,
Belcourt,	Dandurand,	Legris,	Ross (Halifax),
Bolduc,	David,	MacKeen,	Ross (Moosejaw),
Bostock,	Davis,	McHugh,	Roy,
Boucherville, de	Derbyshire,	McKay (Truro),	Scott
(C.M.G.),	De Veber,	McLaren,	(Sir Richard),
Bowell	Douglas,	McMillan,	Talbot,
(Sir Mackenzie),	Edwards,	McMullen,	Tessier,
Campbell,	Ellis,	McSweeney,	Thompson,
Cartwright	Farrell,	Mitchell,	Watson,
(Sir Richard),	Fiset,	Owens,	Wilson,
Casgrain,	Gillmor,	Poirier,	Wood,
Chevrier,	Godbout,	Power,	Yeo,
Choquette,	Jaffray,	Prince,	Young.
Cloran,	Jones,		

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Beique:—

Of Victor Revillon, of Paris, France, and others, of Montreal. (Revillon Freres Trading Company).

By the Honourable Mr. Young, for the Honourable Mr. Gibson:—

Of James Henry Kittermaster and others, of Sarnia and elsewhere. (Ontario Railway Company).

Of Emil Andrew Wallberg and others, of Montreal and elsewhere. (New Ontario and Quebec Railway Company).

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (33) intituled "An Act respecting the South Ontario Pacific Railway Company," reported that they had gone through the said bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (17) intituled: "An Act respecting the British Columbia Southern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (31) intituled: "An Act respecting the Guelph and Goderich Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (18) intituled: "An Act respecting the Kootenay and Arrowhead Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (34) intituled: "An Act respecting the Walkerton and Lucknow Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (19) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 1, line 26. After the word "uncompleted" take out the whole of Clause 2 and substitute the following:—

"2. The said Company may construct the said Railway authorized to be constructed from a point between Theodore and Insinger to a point in township 32, range 18 or 19 west of the second meridian, to a point in range 16 or 17 instead of range 18 or 19."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Coffey, from the Joint Committee of the Senate and House of Commons on the Printing of Parliament, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM, January 31st, 1911.

The Joint Committee of both Houses on the Printing of Parliament beg leave to present the following as their First Report:—

The Committee examined the following documents and recommend that they be printed, viz.:—

46. Report of the proceedings for the preceding year of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9.—(*Sessional Papers.*)

47. Return, in pursuance of Section 16 of the Government Annuities Act, 1908, containing Statement of the business done during the fiscal year ending 31st March, 1910.—(*Sessional Papers.*)

48. Copy of the existing lobster fishery regulations adopted by Order in Council on the 30th September, 1910.—(*Sessional Papers.*)

57. Copy of all correspondence between the Government of Canada or the Right Honourable, the First Minister, and the Government of Manitoba or the Premier of Manitoba, referring to the demand of Manitoba for an extension of boundaries and an increase in subsidy.—(*Sessional Papers.*)

58. Memorandum respecting the finances of the National Battlefields Commission, as on the 31st March, 1910.—(*Sessional Papers.*)

58a. Report from the National Battlefields Commission.—(*Sessional Papers.*)

62. Return to an Order of the House of the 7th December, 1910, for a copy of Sir John Thompson's memorandum on the question of the rights of fishing in the bays of British North America, prepared for the use of the British Plenipotentiaries at Washington in 1888, and a copy of the Treaty agreed to and approved by the President.—(*Sessional Papers.*)

63. Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of any Memorials, correspondence, &c., between His Excellency the Governor General and the Colonial Office, or between any Member of the Government, and the Foreign Consuls General in Canada, relative to the status of the latter, at official functions, such as the Vice-Regal Drawing Room.—(*Sessional Papers.*)

65. Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Orders in Council, correspondence, papers, maps or other documents, which passed between the Government of Canada, or any Member thereof, and the Government of Quebec, or any Member thereof, or any other parties on their behalf, or between the Government of Canada and the Government of Ontario, or any Members thereof, regarding the extension of the boundaries of the Province of Quebec, as set forth in an Order in Council dated 8th July, 1896, establishing a Conventional Boundary, therein specified; and also any correspondence, papers, documents, &c., that may have passed between the aforesaid Governments or Members thereof, relative to the passing of an Act to confirm and ratify the aforesaid Conventional Boundary, which was passed in 1898.—(*Sessional Papers.*)

67. Return to an Order of the House of the 5th December, 1910, for a copy of all correspondence, reports, memorials, surveys and other papers in the possession of

the Government and not already brought down, regarding the Oyster industry of Canada; also, a copy of all correspondence, reports and other papers regarding the ownership and control of Oyster beds and of barren bottoms suitable for Oyster culture, and regarding the consolidating of the ownership with the control and regulation of such beds and barren bottoms, and vesting the same in the hands of the Dominion Government; also, a copy of all correspondence, reports, recommendations and other papers relating to the leasing or sale of such beds or barren bottoms, or of portions of them, for the purpose of Oyster culture or cultivation; also, a copy of all correspondence and reports relating to the culture, cultivation and conservation of Oysters and other mollusks.—(*Sessional Papers.*)

The Committee would also recommend that the following documents be not printed, viz.:—

42. Statement of Governor General's Warrants issued since the last Session of Parliament on account of the fiscal year 1910-11.

43. Statement in pursuance of Section 17 of the Civil Service Insurance Act for the year ending March 31, 1910.

44. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1910, to the 17th November, 1910, in accordance with the Appropriation Act of 1910.

45. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1910, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee.

49. A Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (25th November, 1909), submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906.

50. Annual Return respecting Trade Unions under chapter 125, R.S.C., 1906.

51. Regulations under "The Destructive Insect and Pest Act."

53. Regulations established by Order in Council of 17th May, 1910, for the disposal of Petroleum and Gas on the Indian Reserves in the Provinces of Alberta and Saskatchewan and in the Northwest Territories.

55. Copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution.

56. Regulations issued by the Department of the Naval Service regarding Rates of Pay, pursuant to Section 47 of the Naval Service Act.

56a. Regulations issued by the Department of the Naval Service, regarding the issue of Clothing, pursuant to Section 47 of the Naval Service Act.

56b. Return to an Order of the House of the 5th December, 1910, for a Statement showing the detailed expenditure to date out of the sum voted by the House in connection with the new Navy, giving in each case the amount paid, to whom paid and the object of the expenditure.

56c. Return to an Order of the House of the 14th December, 1910, showing how many applications have been received from Canadian citizens for service in the proposed Canadian Navy, as Officers, and as able Seamen or Bluejackets, respectively, and how many officers and men, respectively, of the British Navy have made application for such service.

56d. Return to an Address of the Senate dated 24 November, 1910, for the following information:—

1. Has the Department of the Naval Service, which was created by the legislation of last session, been regularly organized and put in operation?

2. Who has been appointed Deputy Minister by the Governor in Council?

3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council?

4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service?

5. Who among these officials and clerks come from elsewhere?

6. What is the salary of each of the officials?

56e. Return to an Order of the House of the 7th December, 1910, for a Statement showing:—1. The names of all those engaged to date by the Government in connection with the new Naval Department, whether for service at sea or for work in connection with the Department, either for inside or outside service.

2. The domicile of origin of those thus engaged, their previous occupation, rank or grade in the British Navy or elsewhere, and previous rate of pay or remuneration.

3. The duties assigned, rank or occupation of those thus engaged in the service of Canada, and present salary and allowances.

56f. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, authorizing certain allowances to Petty Officers and Men in the Naval Service.

56g. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, and published in the *Canada Gazette* on the 14th January, 1911, authorizing increase in wages to certain ratings in the Naval Service.

59. Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any Member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59a. Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

60. Return of Orders in Council passed between the 1st of November, 1909, and the 30th September, 1910, in accordance with the provisions of Section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII.

60a. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st November, 1909, and 30th September, 1910, in accordance with provisions of Subsection (d) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia.

60b. Return called for by Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908, which is as follows:—

“77. Every regulation made by the Governor in Council, in virtue of the provisions of this Act, and every order made by the Governor in Council authorizing the sale of any land or the granting of any interest therein, shall have force and effect only after it has been published for four consecutive weeks in the *Canada Gazette*, and all such orders and regulations shall be laid before both Houses of Parliament within the first fifteen days of the session next after the date thereof, and such regulations shall remain in force until the day immediately succeeding the day of prorogation of that session of Parliament, and no longer, unless during that session they are approved by resolution of both Houses of Parliament.”

61. Return of Orders in Council passed between the 1st November, 1909, and the 30th September, 1910, in accordance with the provisions of the Forest Reserve Act, Sections 7 and 13 of Chapter 56, Revised Statutes of Canada.

64. Return to an Order of the House of the 6th December, 1910, showing:—1. What newspapers or companies publishing newspapers in the Cities of Montreal and Quebec have directly or indirectly received sums from the Government of Canada for printing, lithographing, binding or other work, between the 31st March, 1910, and the 15th November, following.

2. What is the total amount paid to each of said newspapers or companies between the dates above stated.

66. Return to an Order of the House of the 14th December, 1910, showing the names of manufacturers in Canada of turned kiln dried maple Boot Last and Shoe Last Blocks, in the rough, for making manufacturers' boot and shoe lasts.

68. Order of the House of the 5th December, 1910, for a copy of all Reports, evidence, correspondence, and other documents relating to an investigation into irregularities in the Life Saving Station at Clayoquot, mentioned on page 353 of the Report of the Department of Marine and Fisheries for 1909 and 1910, Sessional Paper No. 22.

69. Return to an Order of the House of the 14th December, 1910, showing how many employees of the Custom House at Montreal have left the service since the 1st of July, 1896, up to this date, with their names, duties, salaries and ages, respectively, and date of their leaving; the names, ages, salaries and duties of those who have replaced them, the date of their entry and their present salaries.

70. Return to an Address to His Excellency the Governor General of the 7th December, 1910, showing what arrangements have been made with foreign countries by the Governor General in Council under the provisions of the Customs Tariff Act of 1907, without reference to Parliament.

71. Return to an Order of the House of the 14th December, 1910, showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including

moving the Indians to New Reserve, sale of lands, and all the expense made necessary by the surrender.

71a. Return to an Order of the House of the 14th December, 1910, for a copy of all Correspondence with Reverend John McDougall and all instructions given to him regarding St. Peter's Indians and their Reserve; and of Reverend John McDougall's Report of his investigations at St. Peter's Indian Reserve.

71b. Supplementary Return to an Order of the House of the 14th December, 1910, showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to New Reserve, sale of lands, and all the expense made necessary by the surrender.

72. Return to an Order of the House of the 14th December, 1910, for a copy of all correspondence, reports, documents and papers relating to the Strike of the employees of the Cumberland Coal and Railway Company, Limited, not previously brought down.

72a. Return to an Order of the House of the 5th December, 1910, for a copy of the Agreement of settlement of the late strike between the Grand Trunk Railway Company and the conductors and brakemen, and of all correspondence, documents and papers relating thereto, or in consequence thereof, between the said parties, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister or other person on its behalf, and said parties, or either of them, or any person authorized or professing to act for them or either of them before, during or since said strike.

73. Return to an Order of the House of the 7th December, 1910, implementing for the year 1910 the information brought down in answer to an Order of the House of Commons referring to the operations of the Mint, dated January 19, 1910.

74. Supplementary Return to an Order of the House of the 24th November, 1909, showing the total amounts paid by the Government in each year since 1896, for all printing, advertising and lithographing done outside of the Government Printing Bureau; the total amount so paid by each department of the Government for such purposes during each year; the names and addresses of each individual, firm or corporation to whom any such moneys have been so paid, and the total amount paid to each such individual, firm or corporation in each year since 1896. What portion of the said sums, if any, so paid since 1896 was expended after public advertisement, tender and contract, to whom such tenders were awarded, whether to the lowest tender in each case, what portion was expended otherwise than by public advertisement, tender and contract, and to whom it was paid in each instance.

75. Return to an Order of the House of the 12th December, 1910, showing the average value for duty in 1896 and in 1910, respectively, of the unit of each article or commodity enumerated in the Schedules of the Customs Act, on which in both years an ad valorem duty was payable.

76. Return to an Order of the House of the 14th December, 1910, showing all applications made to the Government during the period of agreement with Japan concerning Japanese immigrants, to admit such immigrants for special purposes; together with a copy of all correspondence in connection with the same.

76a. Return to an Order of the House of the 7th December, 1910, giving a List of the Special Immigration Agents appointed by the Government since the 31st March, 1909, in what portions of Great Britain and Ireland, the European Continent or other country they are severally located, their addresses, their addresses when they

were so appointed, the date of their appointment in each case, their respective salaries and expenses, and any commissions that may have been paid to each or any since their appointment.

77. Return to an Order of the House of the 5th December, 1910, showing:—1. The estimated quantity of each class of material required for the construction.

2. The rates or prices agreed upon and the estimated cost of each class of material, based on rates on accepted tender.

3. The total estimated cost based on these quantities and rates in each case of the several bridges let to contract during the fiscal year ended 31st March, 1910, referred to on pages 3 and 4 of the Sixth Annual Report of the Commissioners of the Transcontinental Railway.

4. A copy of the specifications and contract in each case, the number of the contract and the name of the contractor.

5. The number of bridges yet to be let to contract, location and character, and the estimated quantity of the different kinds of material in each case.

6. Why these bridges have not been let to contract and when contracts will probably be entered into as to those.

7. The bridges let to contract before 31st March, 1909, identified by locality, name of each contractor and number, the estimated cost of each of these bridges at the time the contract was let, based on contract prices, the changes made in the plans, specifications or contracts, if any, and claims or allowances for alterations or extras, if any, the percentage of the work done, the payments made to date, the amounts retained as contract reserve, and the ascertained or estimated amount required to complete in each case.

8. The bridges that have been completed, identified as above, the estimated cost at the time of awarding the contract, the nature and extent of changes in plans, specifications, or contract, if any, the increase or decrease of cost thereby occasioned, and the actual total cost of each of those bridges.

77a. Return to an Order of the House of the 5th December, 1910, for a copy of the Tender and contract of Haney, Quinlan & Robertson for construction of locomotive and other shops about six miles East of Winnipeg, and the total estimated cost based on contract prices; also, a copy of the several other tenders sent in and a statement of the total estimated cost based upon each of these tenders as moneyed out at the time of awarding the contract.

78. For approval by the House under Section 17 of the Yukon Act, Chap. 63 of the Revised Statutes of Canada, 1906. A copy of an Ordinance made by His Excellency the Governor General in Council, in virtue of the provisions of Section 16 of the said Chapter 63, on the 9th day of December, 1909, and intitled: "An Ordinance to rescind an Ordinance respecting the imposition of a tax upon Ale, Porter, Beer or Lager Beer imported into the Yukon Territory."

79. Return under Section 88 of the Northwest Territories Act, Chapter 62, Revised Statutes of Canada.

80. Return to an Order of the House of the 5th December, 1910, for a copy of all correspondence between the mover and any other persons, corporations and municipal as well as other public bodies, and the Department of Railways and Canals, respecting the reconstruction and alteration of the Canadian Pacific Railway Company's bridge across the St. Lawrence River at Lachine, P.Q.

81. Report of the Commissioner, Dominion Police Force, for the year 1910.

82. Return to an Order of the House of the 7th December, 1910, for a copy of all correspondence exchanged between the Government and the Phoenix Bridge Company in connection with the payment by said Company of \$100,000 in discharge of claims *re* contract.

83. Return to an Order of the House of the 14th March, 1910, showing the number of accidents to trains of the I. C. R. for ten months, from 1st April, 1908, to 31st December, 1908; the number of persons killed or injured in each of such accidents for ten months, from 1st April, 1908, to 31st December, 1908; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage.

83a. Return to an Order of the House of the 14th March, 1910, showing the number of accidents to trains on the I. C. R. between April 1st, 1909, and present date, and the location and particulars of each; the number of persons killed or injured in each of such accidents since 1st April, 1909, to date; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage.

83b. Return to an Order of the House of the 5th December, 1910, showing all data, statements, estimates, recommendations and reports with regard to an Intercolonial Railway renewal equipment account, and as to the initiation of such account and the operation thereof to the present time.

2. A copy of all correspondence with the Auditor General and other persons in regard thereto.

3. A copy of all correspondence, inquiries and investigations by or on behalf of the Auditor General as to the need for such account, and as to the sufficiency or otherwise of moneys carried to such account, and also as to the application of such moneys.

4. The same Returns as to the maintenance of Rails account; and the same Returns as to a maintenance of Bridges account, also as to any other items of maintenance, and as to any recommendations regarding the adoption of such accounts.

84. Return to an Order of the House of the 11th January, 1911, showing the respective quantities of each of the staple varieties of fish landed by Canadian Atlantic fishermen yearly, since 1870, and the respective yearly values thereof.

85. Return to an Order of the House of the 7th December, 1910, for a copy of all letters, telegrams, correspondence, resolutions, memorials, reports, and all other papers in the possession of the Government, not already brought down, regarding Otter, Beaver, or Steam Trawling, and the operations of the Trawlers *Wren* and *Coquette* in the waters of the Northumberland Strait, or elsewhere in Nova Scotia.

86. Return to an Order of the House of the 7th December, 1910, showing the Revenue of the Post Offices of Acton Vale, Upton and St. Pie, in the County of Bagot, Province of Quebec, since the year 1903 up to 1910, inclusively.

87. Return to an Address of the Senate, dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal, in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

88. Return to an Address of the Senate dated 24th November, 1910, for copies of all Orders in Council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the Province of Quebec, the appointment of his successor, the application for leave of absence, and the appointment of an Administrator during the absence from the country of His Honour Sir Pantaleon Pelletier.

89. Return to an Order of the House of the 11th January, 1911, for a copy of all correspondence, letters, telegrams, reports and papers of every description between the liquidators of the Charing Cross Bank or of A. W. Carpenter or anyone on their behalf, and any Member of the Government, or official thereof, regarding the affairs of the Atlantic, Quebec and Western Railway, the Quebec Oriental Railway, or the new Canadian Company, Limited.

90. Return to an Order of the House of the 14th December, 1910, showing how many Wireless Telegraph Stations are owned by the Government, where they are located, the cost of each, and the revenue derived from each; what stations are leased, to whom they are leased, the amount of rental received each year and the period covered by said lease.

91. Return to an Order of the House of the 15th March, 1910, showing the names of all persons who have been fined for breach of Fisheries Regulations in the Coast Waters of the Counties of Pictou and Cumberland, Nova Scotia, and Westmoreland, New Brunswick, during the years 1907, 1908 and 1909, together with a full statement of the penalties inflicted, moneys collected, and fines or portion thereof remitted, if any, in each case, and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto.

92. Return to an Order of the House of the 16th January, 1911, for a copy of the mailing list, and names of all parties to whom the Department of Labour mailed or otherwise sent copies of the *Labour Gazette* during the year 1910, and of the

names of all correspondents that report to the Department on labour topics for the purposes of the *Labour Gazette*.

93. Return to an Order of the House of the 7th December, 1910, for a copy of all correspondence and other papers and documents that have passed between the Government and any party or parties during the past year in connection with the dredging of the Napanee River; also, any instruction given by the Minister in connection therewith.

94. Return to an Order of the House of the 5th December, 1910, showing the names and dates of first appointment of all lighthouse keepers, from Quebec to the sea in the River and Gulf of St. Lawrence; also, their present salaries, with an indication in each case of what they are obliged to provide for the lighthouse or signal service, and the amount of indemnity granted them for such provision; also, the rules or regulations which provide for the regular increase in their salaries.

95. Supplementary Return to an Address to His Excellency the Governor General of the 5th December, 1910, for a copy of a Report by Mr. W. T. R. Preston, Commissioner of Trade and Commerce in Holland *re* the establishment of a Netherland Loan Company in Canada; of all communications between the Department of Trade and Commerce and any other Department of the Government and Mr. Preston on the subject matter of this report; a copy of correspondence between Mr. Preston and any person or persons in Holland regarding proposed operations of a Dutch Loan Company in Canada, and a copy of correspondence or communications of any nature whatsoever between the Government or the Department with any persons relating to this question.

96. Return to an Order of the House of the 11th January, 1911, for a copy of all applications, reports, records, correspondence, &c., in connection with the entry or cancellation proceedings in respect of the S.W. $\frac{1}{4}$ Section 10, Township 38, Range 15, West 2nd Meridian.

All which is respectfully submitted.

THOS. COFFEY,
Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Young presented, to the Senate a Bill (K) intituled: "An Act respecting The Hamilton Provident and Loan Society."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Bostock, presented to the Senate a Bill (L) intituled: "An Act respecting the Pacific Northern and Omenica Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs" to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (47) intituled: "An Act to amend the Immigration Act" to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be read a second time on Tuesday next.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the Second Reading of the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Talbot, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire.

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (46) intituled: "An Act respecting the Ottawa, Northern and Western Railway Company" was read a second time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (53) intituled: "An Act respecting the Dominion Atlantic Railway Company" was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (57) intituled: "An Act respecting the London and North-western Railway Company" was read a second time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (66) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company" was read a second time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (71) intituled: "An Act to incorporate the Empire Life Insurance Company of Canada" was read a second time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Banking and Commerce to Bill (F) intituled: "An Act to incorporate The Guardian Accident and Guarantee Company."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Baird, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Baird, it was

Ordered, That the said Bill be read a third time Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2.30 o'clock, p.m. to-morrow.

Friday, 3rd February, 1911.

The Members convened were:--

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Cloran,	Jones,	Prince,
Beique,	Coffey,	King,	Ratz,
Beith,	Jomeau,	Landry,	Riley,
Belcourt,	Costigan,	Lavergne,	Roche,
Bolduc,	Dandurand,	Legris,	Ross (Halifax),
Bostock,	Davis,	MacKeen,	Ross (Moosejaw),
Boucherville, de (C.M.G.),	Derbyshire,	McHugh,	Roy,
Bowell (Sir Mackenzie),	De Veber,	McKay (Truro),	Scott (Sir Richard),
Boyer,	Douglas,	McLaren,	Talbot,
Campbell,	Edwards,	McMillan,	Tessier,
Cartwright (Sir Richard),	Ellis,	McMullen,	Thompson,
Casgrain,	Farrell,	McSweeney,	Watson,
Chevrier,	Fiset,	Mitchell,	Wilson,
	Gillmor,	Owens,	Yeo,
	Godbout,	Poirier,	Young.
	Jaffray,	Power,	

PRAYERS.

The Honourable Mr. Young from the Standing Committee on Standing Orders presented their Sixth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:--

THE SENATE,

COMMITTEE ROOM, No. 8,

FRIDAY, 3rd February, 1911.

The Standing Committee on Standing Orders have the honour to make their Sixth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:

Of the Quebec, Montreal and Southern Railway Company; praying for legislation extending the time for the construction of their railway.

Of the Kettle River Valley Railway Company; praying for legislation changing their name to the Kettle Valley Railway Company and authorizing them to build certain branch lines, and for certain other purposes in connection with their undertaking.

Of the Alberta Central Railway Company; praying for legislation empowering them to extend their already authorized lines of railway; to build certain branch lines; extending the time for the construction of their railway and for other purposes.

Of the Western Alberta Railway Company; praying for legislation extending the time for the commencement and completion of their railway; declaring their works to be for the general advantage of Canada, and for other purposes.

Of the Buffalo, Niagara and Toronto Railway Company; praying for legislation extending the time for the commencement and completion of their railway, and to authorize a certain branch line between Niagara on the Lake and St. Catharines.

Of George Alexander Graham and others, of Fort William and elsewhere; praying to be incorporated as "The Western Canal Company."

Of A. G. MacKay and others, of the Town of Owen Sound and elsewhere; praying to be incorporated as The Simcoe, Grey and Bruce Railway Company.

Of Arthur William Redden and others, of the City of Halifax; praying to be incorporated as "The All Red Steamship Company."

Of the Algoma Central and Hudson Bay Railway Company; praying for legislation extending the time for the construction of their railway, authorizing a new branch line, and confirming certain arrangements respecting their capital stock.

Of the Huron and Ontario Railway Company; praying for legislation extending the time for the construction of their railway.

Of George Burn and others, of the City of Ottawa; praying to be incorporated as "The Canadian Surety Company."

Of A. Wagner and others, Provisional Directors of the Manitoba Radial Railway Company; praying for legislation extending the time for the commencement and completion of their lines of railway.

Of the Globe Printing Company, Toronto; for the passing of an Act amending their Act of Incorporation.

Of Charles J. Holmes, President of the Baptist Convention of Ontario and Quebec, and Jos. N. Johnston, Chairman of the Foreign Mission Board of the Baptist Convention of Ontario and Quebec; praying for incorporation as "The Canadian Baptist Foreign Mission Board."

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the Senate dated 4th May, 1910, calling for the following information:

1. Were tenders asked for, in 1908 and 1909, for the purchase of railway sleepers for the use of the Intercolonial Railway, and were contracts awarded to the lowest tenderer?

2. Who had these contracts, and what is the name of each tenderer, and also the amount of each tender?

3. Did the Department of Railways and Canals, in 1908 and 1909, award any contracts whatsoever for the purchase of the said sleepers and what price was paid to each contractor, and who had these contracts?

4. In 1908 and 1909, did the Department of Railways and Canals ask for tenders for the purchase of sleepers made of spruce, white, gray and yellow, as well as of birch, ash, poplar, &c.?

5. What quantity of these sleepers, for each kind of wood, was accepted and paid for in 1908 and 1909, and does the Department propose to continue the system of purchasing these kinds of wood?

6. Who bought these sleepers of spruce, birch, ash, poplar, &c., and who gave the orders to receive these kinds of sleepers, and who received them and stamped them for the Intercolonial Railway?

7. In 1909 did the Department ask for tenders for sleepers of cedar, cyprus and hemlock? If so, who had these contracts and were these contracts granted to the lowest bidders, and what quantities were actually furnished by each contractor?

8. What quantity of sleepers has been furnished up to this date—

(a) by the contractors for New Brunswick; and

(b) by the contractors for Nova Scotia and for the Province of Quebec, respectively?

9. Did the Government by Order in Council authorize Messrs. Pottinger, Burpee or Taylor of Moncton, to purchase sleepers of spruce of all kinds and dimensions, and to cause these kinds of sleepers to be distributed in the district of Quebec, and notably in the district of River du Loup and Isle Verte?

10. What price did the Department pay for the sleepers of spruce, hemlock, cedar, birch and poplar, &c.? Who is the contractor therefor? Who received and inspected the said sleepers?

11. Does the Department know that these sleepers are absolutely unfit to be used in a railway, and that these sleepers are at the present time distributed along the Intercolonial Railway to be used upon the main track?

12. How much a carload does the freight of sleepers sent from New Brunswick cost in the district of Quebec?

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 83c.)

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. MacKeen, it was

Ordered, That an Order of the Senate do issue for the production of a statement showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to O. Picard & Sons, of Quebec, by the different Departments of the Government.

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. MacKeen, it was

Ordered, That an Order of the Senate do issue for the production of a statement showing, year by year, from the 1st July, 1896, to this date, the sums of money paid by the different Government Departments to the legal firm of Fitzpatrick, Parent, Taschereau and Roy, and thereafter successively to the continuers of this legal firm, until the last of them to-day before the public, under the names of Taschereau, Roy, Cannon, &c., or paid individually to any one whomsoever of the different members forming in the same time part of this same legal association.

The Honourable Mr. Beique presented to the Senate a Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Edwards, from the Committee on Agriculture and Forestry, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

FRIDAY, February 3rd, 1911.

The Committee on Agriculture and Forestry have the honour to present their Second Report.

Your Committee propose to hold a series of meetings during the current Session, beginning with Thursday next, the 9th instant, and to invite the presence at these meetings of experts who will read papers on subjects relating to Agriculture and Forestry.

To this end your Committee recommend that a sum of money not exceeding \$300 (three hundred dollars), be placed at their disposal for the purpose of defraying necessary expenses.

All which is respectfully submitted.

WM. C. EDWARDS,

Chairman.

On motion of the Honourable Mr. Edwards, seconded by the Honourable Mr. Belcourt, it was

Ordered, That the said Report be taken into consideration on Tuesday next.

The Honourable Mr. Derbyshire presented to the Senate a Bill (N) intituled: "An Act respecting the Globe Printing Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

Pursuant to the Order of the Day, the Bill (33) intituled: "An Act respecting the South Ontario Pacific Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (17) intituled: "An Act respecting the British Columbia Southern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (31) intituled: "An Act respecting the Guelph and Goderich Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (18) intituled: "An Act respecting the Kootenay and Arrowhead Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (34) intituled: "An Act respecting the Walkerton and Lucknow Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (67) intituled: "An Act respecting the Burrard, Westminster Boundary Railway and Navigation Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company, and to change its name to 'The Kettle Valley Railway Company,'" was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company," was read a second time.

On motion of the Honourable Mr. Costigan, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (19) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada."

On motion of the Honourable Mr. Power, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill as amended be read a third time on Tuesday next.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McLaren, it was

Ordered, That the same be postponed until Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at three o'clock in the afternoon.

Tuesday, 7th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	King,	Power,
Beith,	Costigan,	Kirchhoffer,	Prince,
Belcourt,	Dandurand,	Lavergne,	Riley,
Bolduc,	David,	Legris,	Ross (Halifax),
Bostock,	Davis,	Macdonald	Roy,
Boucherville, de	Derbyshire,	(Victoria),	Scott
(C.M.G.),	Dessaules,	MacKeen,	(Sir Richard),
Bowell	De Veber,	McHugh,	Talbot,
(Sir Mackenzie),	Douglas,	McKay (Truro),	Tessier,
Boyer,	Edwards,	McMillan,	Thompson,
Campbell,	Ellis,	McMullen,	Watson,
Cartwright	Farrell,	McSweeney,	Wilson,
(Sir Richard),	Fiset,	Miller,	Yeo,
Cloran,	Gillmor,	Poirier,	Young.
Coffey,			

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Derbyshire, for the Honourable Mr. Jaffray:—
Of The Corporation of the City of Toronto.

Pursuant to the Order of the Day the following petitions were severally read:
Of Victor Revillon, of Paris, France, and others of Montreal, Canada; praying
to be incorporated under the name of Revillon Freres Trading Company, Limited.

Of Emile Andrew Wallberg and others of Montreal and elsewhere; praying to be
incorporated as "The New Ontario and Quebec Railway Company."

The Honourable Mr. De Veber presented to the Senate a Bill (O) intituled:
"An Act respecting the Western Alberta Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Coffey presented to the Senate a Bill (P) intituled: "An
Act to incorporate the Universal Life Assurance Company of Canada."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A
Return to an Order of the Senate dated 24th January, 1911, calling for the pro-
duction in detail of the accounts and claims fyled at the Department of the Interior

or the Immigration Office, Quebec, by Mr. Jacques Dery; restaurant keeper, during the navigation season of 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 76c.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Address of the Senate dated 1st February, 1911, calling for copies of petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 120.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 25th January, 1911, for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec and addressed to the Agent of the Department at that place, against Mr. Jacques Dery, the restaurant keeper, and also of the reply of the latter.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 76d.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 87c.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 20th January, 1911, calling for the report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dery, the keeper of the restaurant established in the immigration buildings at Quebec, and also of the correspondence exchanged and the inquiry held by the Immigration Agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 76c.)

The Right Honourable Sir Richard Cartwright presented to the Senate a Bill (Q) intituled: "An Act respecting Grain."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

Pursuant to the Order of the Day, the Bill (F) intituled: "An Act to incorporate The Guardian Accident and Guarantee Company," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (19) intituled: "An Act respecting the Manitoba and North Western Railway Company of Canada," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (K) intituled: "An Act respecting the Hamilton Provident and Loan Society," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (L) intituled: "An Act respecting The Pacific Northern and Omenica Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs,"

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (47) intituled: "An Act to amend the Immigration Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Agriculture and Forestry.

On motion of the Honourable Mr. Edwards, seconded by the Honourable Mr. Boyer,

The said Report was adopted.

A Message was brought from the House of Commons by their Clerk with a Bill (42) intituled: "An Act respecting the Collingwood Southern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (54) intituled: "An Act respecting the E. B. Eddy Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time, and referred to the Standing Committee on Standing Orders in accordance with Rule 118 of the Senate.

A Message was brought from the House of Commons by their Clerk with a Bill (72) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Wednesday, 8th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Coffey,	Jaffray,	Power,
Beique,	Comeau,	King,	Prince,
Beith,	Costigan,	Kirchhoffer,	Ratz,
Bolduc,	Dandurand,	Landry,	Riley,
Bostock,	David,	Lavergne,	Ross (Halifax),
Boucherville, de	Davis,	Legris,	Roy,
(C.M.G.),	Derbyshire,	Macdonald	Scott
Bowell	Dessaullles,	(Victoria),	(Sir Richard),
(Sir Mackenzie),	De Veber,	McKay (Truro),	Talbot,
Boyer,	Douglas,	McMillan,	Tessier,
Campbell,	Edwards,	McMullen,	Thompson,
Cartwright	Ellis,	McSweeney,	Watson,
(Sir Richard),	Farrell,	Miller,	Wilson,
Chevrier,	Fiset,	Mitchell,	Yeo,
Cloran,	Gillmor,	Poirier,	Young.

PRAYERS.

Pursuant to the Order of the Day the following petition was read:—

Of James Henry Kittermaster, of the Town of Sarnia, and others of elsewhere; praying to be incorporated as The Ontario Railways Company.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. de Boucherville.

That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid on the Table of this House:—Copy of the Order in Council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspondence on the subject between the Government, His Honour the Lieutenant Governor of the Province of Quebec, and the present administrator of the said province.

The question of concurrence being put thereon the same was resolved in the affirmative; and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are Members of the Privy Council.

A Message was brought from the House of Commons by their Clerk with a Bill (55) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (61) intituled: "An Act respecting the Pontiac Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Wednesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (70) intituled: "An Act respecting the Canadian Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (73) intituled: "An Act respecting the Grand Trunk Pacific Branch Lines Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for resuming the adjourned debate on the motion of the Honourable Mr. Coffey for the adoption of the Second Report of the Standing Committee on Debates and Reporting of the Senate and the motion of the Honourable Mr. McMullen in amendment, That the matter referred to in this report be referred to the Committee on Internal Economy and Contingent Accounts for report thereon.

The Honourable Mr. Beique moved, seconded by Honourable Mr. David, in amendment to the amendment.

That the word "back" be inserted after the second word "referred" in the said amendment, that all the words after the word "Committee" be struck out and the following substituted in lieu thereof "On Debates and Reporting for further consideration."

The question of concurrence being put upon the said motion in amendment to the proposed amendment the same was resolved in the affirmative.

The question of concurrence being put on the main motion as amended the same on division was resolved in the affirmative, and ordered accordingly.

The Order of the Day being read for the Second Reading of the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Comeau, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Thursday the 16th instant.

The Order of the Day being read for the Second Reading of the Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (N) intituled: "An Act respecting the Globe Printing Company," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. De Veber, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Wednesday next.

Pursuant to the Order of the Day, the Bill (47) intituled: "An Act to amend the Immigration Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 9th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Coffey,	King,	Prince,
Beique,	Comeau,	Kirchhoffer,	Ratz,
Beith,	Costigan,	Landry,	Riley,
Belcourt,	Dandurand,	Lavergne,	Roche,
Bolduc,	David,	Macdonald	Ross (Halifax),
Bostock,	Davis,	(Victoria),	Roy,
Boucherville, de	Derbyshire,	McDonald	Scott
(C.M.G.),	Dessaulles,	(Cape Breton),	(Sir Richard),
Bowell	De Veber,	McHugh,	Talbot,
(Sir Mackenzie),	Douglas,	McKay (Truro),	Tessier,
Boyer,	Edwards,	McMillan,	Thompson,
Campbell,	Ellis,	McSweeney,	Watson,
Cartwright	Farrell,	Miller,	Wilson,
(Sir Richard),	Fiset,	Mitchell,	Yeo,
Chevrier,	Gillmor,	Poirier,	Young.
Cloran.	Jaffray,	Power,	

PRAYERS.

Pursuant to the Order of the Day, the following Petition was read:—

Of the Corporation of the City of Toronto; praying for legislation amending, revising and consolidating the legislation now in force with reference to the port and harbour of Toronto.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (53) intituled: "An Act respecting the Dominion Atlantic Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (46) intituled: "An Act respecting the Ottawa Northern and Western Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (57) intituled: "An Act respecting the London and Northwestern Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be read a third time on Thursday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (66) intituled: "An Act respecting the Brockville, Westport and North Western Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (67) intituled: "An Act respecting the Burrard Westminster Boundary Railway and Navigation Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (E) intituled: "An Act respecting the Ontario Northern and Timagami Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 6. Take out "Timagami" and substitute "Temagami."

Page 1, line 7. After "may" insert "within two years after the passing of this Act, expend fifteen per cent of its capital stock, and may"

Page 1, line 10. Take out "period" and insert "periods," and after "periods" insert "respectively," and after "the" insert "said expenditure is not so made, and the"

In the Title:—Take out "Timagami" and substitute "Temagami."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (21) intituled: "An Act respecting the Vancouver and Lulu Island Railway Company," reported that they had gone through the said Bill and had directed him to report the same.

Ordered, That the Report be now received, and

The said Report was then read by the Clerk as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, February 9, 1911.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (21) from the House of Commons, intituled, "An Act respecting the Vancouver and Lulu Island Railway Company," have in obedience to the order of reference of January 26, examined the said Bill and now beg leave to report that the promoters of the said Bill have asked for leave to withdraw the Bill.

Your Committee recommend that leave be given to withdraw the Bill, and that the fees paid thereon be refunded to the promoters, less the cost of printing and translation.

All which is respectfully submitted.

F. L. BEIQUE,
Chairman.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

WEDNESDAY, February 8, 1911.

The Committee on Divorce beg leave to make their Fourth Report, as follows:—

In the matter of the Petition of Mary Hamilton Johnston, of the City of Toronto, in the Province of Ontario, nurse; praying for the passing of an Act to dissolve her marriage with Gilbert Garfield Johnston, of the City of Montreal, in the Province of Quebec, salesman, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

6. The Committee recommend that the fee of \$210 required to be paid under Rule 140 of the Senate be remitted.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectively submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,
The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and
Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fifth Report.

Ordered, That it be received, and
The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

WEDNESDAY, February 8, 1911.

The Committee on Divorce beg leave to make their Fifth Report, as follows:—

In the matter of the Petition of Dalton Mabel Stapleton, of the City of Toronto, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with Henry Conger Stapleton, of the City of Peterborough, horseman, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectively submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Report be taken into consideration by the Senate on Thursday next.

Which being objected to,
The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and
Ordered accordingly.

On motion of the Honourable Mr. Macdonald (B.C.), seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That an Order of the Senate for a Return showing the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live cattle.
2. Sheep.
3. Poultry.
4. Ham.
5. Pork.
6. Bacon.
7. Flour.
8. Barley.
9. Cheese and Eggs.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value.

With leave of the Senate,

The Honourable Mr. Belcourt moved, seconded by the Honourable Mr. Beique, That the proceeding had yesterday on the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters," be read for the purpose of being reconsidered.

The question of concurrence being put thereon the same was

Resolved in the affirmative.

The said proceeding was then read by the Clerk and it is as follows:—

"The Order of the Day being read for the Second Reading of the Bill (I) intituled: 'An Act respecting the Pollution of Navigable Waters.'

"On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Comeau, it was

"Ordered, That the same be postponed until Tuesday next."

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Beique, it was

Ordered, That the said proceeding be rescinded.

Then on motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Beique, it was

Ordered, That the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters" be placed on the Orders of the Day for a second reading tomorrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Third Report of the Standing Committee on Divorce, to whom was referred the Petition of Matilda Eme, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Wilson.

That the said Report be now adopted,

Which being objected to,

The question of concurrence being put thereon, the same was, on division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (O) intituled: "An Act respecting the Western Alberta Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (P) intituled: "An Act to incorporate the Universal Life Assurance Company of Canada," was read a second time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (54) intituled: "An Act respecting the E. B. Eddy Company," was read a second time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (72) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (42) intituled: "An Act respecting the Collingwood Southern Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," was read a second time.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2.30 o'clock, p.m., to-morrow.

Friday, 10th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Cloran,	Kirchhoffer,	Ratz,
Beique,	Coffey,	Landry,	Riley,
Beith,	Comeau,	Lavergne,	Roche,
Belcourt,	Costigan,	Macdonald	Ross (Halifax),
Bolduc,	David,	(Victoria),	Roy,
Bostock,	Davis,	McHugh,	Scott
Boucherville, de	Derbyshire,	McKay (Truro)	(Sir Richard),
(C.M.G.),	Dessaulles,	McMillan,	Talbot,
Bowell	De Veber,	McSweeney,	Tessier,
(Sir Mackenzie),	Ellis,	Miller,	Thompson,
Boyer,	Farrell,	Mitchell,	Watson,
Campbell,	Fiset,	Poirier,	Wilson,
Cartwright	Gillmor,	Power,	Yeo,
(Sir Richard),	Jaffray,	Prince,	Young.
Chevrier,	King,		

PRAYERS:

The following petition was brought up and laid on the Table:—

By the Honourable Mr. Young, for the Honourable Mr. Bostock:—

Of C. M. Marpole and others, of the City of Vancouver, British Columbia, and elsewhere (British Columbia and White River Railway Company).

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the Senate dated 25th January, 1911, that an Order of this House do issue for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 76f.*)

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address dated the 24th November, 1910, for copies of all Orders in Council, of all decisions rendered by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Excellency Cardinal Vannutelli.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 121.*)

The Right Honourable Sir Richard Cartwright presented to the Senate a Bill (R) intituled:—"An Act to amend the Chinese Immigration Act."

The said Bill was read a first time.

Ordered,—That the said Bill be read a second time on Wednesday next.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, that an Order do issue for a Return showing in as many distinct columns, for the last five years, with an additional column containing the average value thereof:—

I. The quantity and value of each of the following products:—

1. Live stock.
2. Pork and bacon.
3. Potatoes.
4. Eggs.
5. Butter.
6. Cheese.
7. Maple sugar.
8. Fruit.
9. Garden products.
10. Hay.
11. Wheat.
12. Flour.
13. Oats.
14. Other natural products.
15. Agricultural implements.

Of Canadian origin exported to:—

- (a) the United States;
- (b) the English market;
- (c) other countries.

II. The quantity and value of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—

- (a) the United States;
- (b) the British Isles;
- (c) other countries.

Pursuant to the Order of the Day the Bill (53) intituled, "An Act respecting the Dominion Atlantic Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (46) intituled, "An Act respecting the Ottawa, Northern and Western Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (67) intituled, "An Act respecting the Burrard, Westminster Boundary Railway and Navigation Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (55) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (61) intituled: "An Act respecting the Pontiac Central Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (70) intituled: "An Act respecting the Canadian Western Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (73) intituled: "An Act respecting the Grand Trunk Pacific Branch Lines Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

The Honourable Mr. Belcourt moved, seconded by the Honourable Mr. Campbell, That the said Bill be now read a second time.

After debate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That further debate on the said motion be adjourned until Thursday next.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours on Bill (21) intituled: "An Act respecting the Vancouver and Lulu Island Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Report be adopted.

A Message was brought from the House of Commons by their Clerk with a Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Baird, it was

Ordered, That the said Bill be read a second time on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next, at three o'clock in the afternoon.

Tuesday, 14th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Ratz,
Beith,	Dandurand,	Legris,	Riley,
Belcourt,	David,	Lougheed,	Roche,
Bolduc,	Dessaulles,	Macdonald	Ross (Halifax),
Bostock,	De Veber,	(Victoria),	Roy,
Boucherville, de	Domville,	McDonald	Scott
(O.M.G.),	Douglas,	(Cape Breton),	(Sir Richard),
Bowell	Edwards,	McKay (Truro),	Shehyn,
(Sir Mackenzie),	Ellis,	McMillan,	Talbot,
Boyer,	Farrell,	McMullen,	Tessier,
Campbell,	Gillmor,	McSweeney,	Thompson,
Cartwright	Godbout,	Miller,	Watson,
(Sir Richard),	Jaffray,	Montplaisir,	Wilson,
Casgrain,	Jones,	Owens,	Wood,
Chevrier,	King,	Poirier,	Yeo,
Coffey,	Kirchhoffer,	Power,	Young.
Comeau,	Landry,	Prince,	

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. De Veber:—

Of H. W. Sheppard and others, of High River, Alberta (High River, Saskatchewan and Hudson Bay Railway Company).

Pursuant to the Order of the Day, the following Petition was read:—

Of C. M. Marpole and others, of the City of Vancouver, B.C.; praying to be incorporated as The British Columbia and White River Railway Company.

The Honourable Mr. McSweeney presented to the Senate a Bill (S) intituled: "An Act to incorporate the Albert and Moncton Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 17th January, 1911, for a copy of a Return showing, year by year, from 1900 up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Debates of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Debates of the House of Commons.
4. Of the French edition of the same.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 115a.*)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 17th January, 1911, for a copy of a Return showing, year by year, from 1900 up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Journals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 115b.*)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated January 18, 1911, showing:—

1. In 1884, did a Federal Statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another Federal Statute (1 Edward VII, ch. 81), give birth to a company known as "The Quebec Terminal and Railway Company"?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-mentioned companies amalgamate, constituting a new company, to which a Federal Statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year, 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the Government the power to substitute itself to the Bridge Company and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of the Government to a private company confirmed by Federal legislation in 1908 at the time of the adoption by Parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the Government passed an Order in Council enacting that it take hold of the whole of the undertaking, assets, properties and concessions of the said Quebec Bridge and Railway Company?

7. When was this Order in Council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the laws?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the City of Quebec or at some place on the line of the Canadian Pacific Railway, on the north, and of the Grand Trunk Railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence River, under the exclusive jurisdiction of the Government who have kept the entire control thereof?

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 125.*)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated February 1, 1911, calling for in as many columns:—

1. The names of all the ships of which the Canadian fleet service is actually composed.
 2. The tonnage of each of these ships.
 3. How old each ship is at present.
 4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship.
 5. The horse-power of each of them.
 6. The motive power, side wheels, propeller or sails.
 7. The number of persons of which the crew of each of these ships is composed.
 8. The cost of annual maintenance of each ship with its crew.
 9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisheries, or for what other purpose.
 10. The waters on which each of these ships sails—the waters of the Atlantic or Pacific oceans, the Great Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed on the shores of British Columbia, and of the ships sailing on the waters of the Eastern portion of the American continent owned by us.
- Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 56j.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Address of the Senate dated February 8, 1911, for a copy of the Order in Council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspondence on the subject between the Government, His Honour the Lieutenant Governor of the Province of Quebec, and the present administrator of the said Province.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 88a.)

Pursuant to the Order of the Day the Bill (66) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company," was read a third time. The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the Second Reading of the Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the Second Reading of the Bill (B) intituled: "An Act to amend the Dominion Lands Act."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the Second Reading of the Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company."

On motion of the Honourable Mr. Boyer, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (E) intituled: "An Act respecting the Ontario Northern and Timagami Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Thursday next.

A Message was brought from the House of Commons by their Clerk, to return the Bill (19) intituled: "An Act respecting the Manitoba and North Western Railway Company of Canada," and to acquaint this House that they have agreed to the amendment made by the Senate to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (75) intituled: "An Act respecting the McClary Manufacturing Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (76) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (88) intituled: "An Act respecting the Bay of Quinte Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (89) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lavergne, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (90) intituled: "An Act respecting the Indian River Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lavergne, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (100) intituled: "An Act respecting the Orford Mountain Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lavergne, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Wednesday, 15th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	Landry,	Power,
Beique,	Costigan,	Lavergne,	Prince,
Beith,	Dandurand,	Legris,	Ratz,
Belcourt,	David,	Lougheed,	Riley,
Bolduc,	Dessaulles,	Macdonald	Roche,
Bostock,	De Veber,	(Victoria),	Ross (Halifax),
Boucherville, de	Domville,	McDonald	Roy,
(C.M.G.),	Douglas,	(Cape Breton),	Scott
Bowell	Edwards,	McHugh,	(Sir Richard),
(Sir Mackenzie),	Ellis,	McKay (Truro),	Shehyn,
Boyer,	Farrell,	McMillan,	Talbot,
Campbell,	Fiset,	McMullen,	Tessier,
Cartwright	Gillmor,	McSweeney,	Thompson,
(Sir Richard),	Godbout,	Miller,	Watson,
Casgrain,	Jaffray,	Mitchell,	Wilson,
Chevrier,	Jones,	Montplaisir,	Yeo,
Cloran,	King,	Owens,	Young.
Coffey,	Kirchhoffer,	Poirier,	

PRAYERS.

The following Petition was brought and laid on the Table:—

By the Honourable Mr. Jones:—

Of the "Boiler Flue Cleaner and Supply Company, Limited."

The Honourable Mr. Thompson from the Standing Committee on Banking and Commerce, to whom was referred the Bill (71) intituled: "An Act to incorporate the Empire Life Insurance Company of Canada," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Thompson from the Standing Committee on Banking and Commerce, to whom was referred the Bill (C) intituled: "An Act to incorporate "The Alberta-Saskatchewan Life Insurance Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a third time on Friday next.

The Honourable Mr. Thompson from the Standing Committee on Banking and Commerce, to whom was referred the Bill (P) intituled: "An Act to incorporate "The Universal Life Assurance Company of Canada," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a third time on Friday next.

The Honourable Mr. McHugh from the Standing Committee on Miscellaneous Private Bills to whom was referred the Bill (N) intituled: "An Act respecting the Globe Printing Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. McHugh from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (54) intituled: "An Act respecting the E. B. Eddy Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a third time on Friday next.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Sixth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

WEDNESDAY, 15th February, 1911.

The Committee on Divorce beg leave to make their Sixth Report, as follows:—

In the matter of the Petition of Lorne Forbes Robertson, of the City of Stratford, in the Province of Ontario, physician; praying for the passing of an Act to dissolve his marriage with Elizabeth Louise Robertson, presently of London, England, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

WEDNESDAY, 15th February, 1911.

The Committee on Divorce beg leave to make their Seventh Report, as follows:—

In the matter of the Petition of Maggie Florence Sadler, of the City of Toronto, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with Walter Alan Sadler, formerly of the said city of Toronto, barrister-at-law, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate on received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Thursday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Owens presented to the Senate a Bill (T) intituled: "An Act for the relief of Matilda Emo."

The said Bill was read a first time.

The Honourable Mr. Owens moved, seconded by the Honourable Mr. Wilson,

That the said Bill be read a second time on Friday next.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 15th February, 1911.

The Standing Committee on Standing Orders have the honour to present their Seventh Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of the International Railway Company and the International Traction Railway Company, both praying for the passing of an Act enabling the International Traction Railway to acquire, &c., the estate, rights and franchises of their railway in Canada.

Of the Hamilton, Waterloo and Guelph Railway Company; praying for legislation empowering the Directors (subject to approval) to create part of the stock of the Company into preference cumulative stock.

Of the Goldschmidt Thermit Company; praying for legislation authorizing the Commissioner of Patents to receive payment of further fees for the second and third terms on Patent No. 86,985, and extending the term of duration of said patent.

Of Victor Revillon, of Paris, France, and others of Montreal, Canada; praying to be incorporated under the name of Revillon Freres Trading Company, Limited.

Of the Corporation of the City of Toronto; praying for legislation amending, revising and consolidating the legislation now in force with reference to the port and harbour of Toronto.

Of the Lachine, Jacques Cartier and Maisonneuve Railway Company, a Company incorporated by the Legislature of Quebec; praying for legislation declaring their authorized lines of railway to be for the general advantage of Canada, and extending the time for their construction; and

Of the Baptist Convention of Ontario and Quebec; praying for legislation amending their Act of Incorporation.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Eighth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE.

COMMITTEE ROOM No. 8.

WEDNESDAY, 15th February, 1911.

The Standing Committee on Standing Orders have the honour to present their Eighth Report.

Your Committee recommend that the time limited for presenting Petitions for Private Bills be extended to Friday the seventeenth day of March next.

Also, that the time limited for presenting Private Bills be extended to Friday the twenty-fourth day of March next.

And also, that the time limited for receiving Reports from any Standing or Select Committee on a Private Bill be extended to Friday the seventh day of April next.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Ninth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 15th February, 1911.

The Standing Committee on Standing Orders have the honour to present their Ninth Report.

Your Committee have had under their consideration the Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," which was referred to them under Rule 118, and find the notices required by the Rules are sufficient.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

Ordered, That the same do lie on the Table.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Douglas, it was

Ordered, That Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," be placed upon the Orders of the Day for a second reading on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (20) intituled: "An Act respecting the Mather Bridge and Power Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (62) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Coffey, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (69) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (80) intituled: "An Act respecting the Buffalo, Niagara and Toronto Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Riley, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (83) intituled: "An Act to incorporate the Simcoe, Grey and Bruce Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. David moved, seconded by the Honourable Mr. Beique, That a Message be sent to the House of Commons, requesting that House to unite with the Senate in the formation of a Joint Committee of both Houses for the purpose of devising means and reporting thereon for a more even distribution between the said Houses, in future, of the legislative work requiring to be done during the Session of Parliament; and that the members of said Joint Committee to act on behalf of the Senate be composed of the Right Honourable Sir Richard Cartwright, G.C.M.G., the Honourable Sir Mackenzie Bowell, K.C.M.G., and the Hon. Messieurs Loughheed, Beique, Power, Belcourt and the mover.

The question of concurrence being put thereon, the same was on division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Second Reading of the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company."

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the same be postponed until Friday next.

The House according to Order was adjourned during pleasure, and put into a Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

(In the Committee.)

Title read and postponed.

Preamble read and postponed.

Section 1 read and agreed to.

After some time the Senate resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had taken the said Bill into consideration, made some progress thereon, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Wednesday next.

The House according to Order was adjourned during pleasure, and put into a Committee of the Whole on Bill (47) intituled: "An Act to amend the Immigration Act."

(In the Committee.)

After some time the Senate resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the Fourth Report of the Standing Committee on Divorce, to whom was referred the Petition of Mary Hamilton Johnston, together with the evidence.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (R) intituled: "An Act to amend the Chinese Immigration Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company," was read a second time.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Honourable Mr. Beique presented to the Senate a Bill (U) intituled: "An Act to incorporate 'Revillon Freres Trading Company, Limited.'"

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Thursday, 16th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	King,	Poirier,
Beique,	Costigan,	Kirchhoffer,	Power,
Beith,	Dandurand,	Landry,	Prince,
Belcourt,	David,	Lavergne,	Ratz,
Bolduc,	David,	Lougheed,	Roche,
Bostock,	Derbyshire,	Macdonald	Ross (Halifax),
Boucherville, de	Dessaulles,	(Victoria),	Roy,
(C.M.G.),	De Veber,	MacKeen,	Scott
Bowell	Domville,	McDonald	(Sir Richard),
(Sir Mackenzie),	Douglas,	(Cape Breton),	Shehyn,
Boyer,	Edwards,	McHugh,	Talbot,
Campbell,	Ellis,	McKay (Truro),	Tessier,
Cartwright	Farrell,	McMillan,	Thompson,
(Sir Richard),	Fiset,	McMullen,	Watson,
Casgrain,	Gillmor,	McSweeney,	Wilson,
Chevrier,	Godbout,	Miller,	Yeo,
Cloran,	Jaffray,	Montplaisir,	Young.
Coffey,	Jones,	Owens,	

PRAYERS.

The following Petitions were severally brought and laid on the Table:—

By the Honourable Mr. Young:—

Of H. D. Clendening and others, of Harding; Of T. Y. Taylor and others, of Cartwright; Of R. Taylor and others, of Morris; Of Wm. Sifton and others, of Minitoas; Of James E. Booth and others, of Ingelon; Of Thos. Scott and others, of Atwall; Of A. Parent and others, of Dunrea; Of A. McGregor and others, of Arden; Of R. W. Glennie and others, of Durban; Of S. B. Haston and others, of Pipestone; Of Frank H. Thomas and others, of Elkhorn; Of S. B. Casselman and others, of Lauder; Of W. H. Walden and others, of Swan Lake; Of C. F. Smith and others, of Miama; Of Hy. Paul and others, of Bagot; Of Rosario Cormeault and others, of St. Jean Baptiste; Of J. T. Smith and others of Belmont; Of James White and others, of Kenville; Of T. H. S. Beattie and others, of Moorepark; Of W. H. Bewell and others, of Rosser; Of Jos. Robinson and others, of Austin; Of W. H. McCullough and others, of Kenville; Of Geo. Somerville and others, of Medora; Of Chas. Findlay and others, of Shoal Lake; Of W. W. Lobb and others, of Berton; Of R. J. Donnelly and others, of Foxwarren; Of Jas. Hird and others, of Frediview; Of A. F. Webster and others, of Welwyn; and Of R. G. McAra and others, of Minnedosa.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (O) intituled: "An Act respecting the Western Alberta Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 1, line 6, leave out Clause (1).

Page 1, line 9, take out (2) and substitute (1).

Page 1, line 20, take out (3) and substitute (2).

Page 1, line 22, take out (4) and substitute (3).

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Beique from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the (Bill J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 3, For Clause 10 substitute the following as Clauses A and B.

A. For the purposes of its undertaking, and subject to the provisions of section 247 of *The Railway Act*, the Company may generate and acquire, but not by expropriation, electric or other power or energy, which may be transmitted and delivered to any place in the municipalities through which its railway is built, and may receive, transform, transmit, distribute and supply such power or energy in any form, and may dispose of the surplus thereof, and may collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such rates and charges from time to time.

B. Nothing in this Act or in *The Telegraphs Act*, shall authorize the Company to construct or operate any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company's works and not required for the undertaking of the Company, upon, along or across any highway or public place without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed upon with such municipality, or to sell, dispose of or distribute electric power or energy within or for use within the limits of any municipality without the consent expressed by by-law of such municipality.

Page 3, line 31, for Clause 12 substitute the following:—

12. In addition to the securities authorized by section 11 of this Act, the directors, if previously authorized by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any such properties, assets, or works, other than the railway, as the Company is authorized to acquire, construct, or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred Bill (61) intituled: "An Act respecting the Pontiac Central Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (55) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (L) intituled: "An Act respecting the Pacific Northern and Omineca Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (72) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (70) intituled: "An Act respecting the Canadian Western Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be read a third time to-morrow.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the Senate dated 17th January, 1911, for a Return showing, in as many distinct columns:—

1. The names of all Departments obliged by law to lay before Parliament reports of their annual operations.

2. The date fixed by law for the laying of the said reports before Parliament.

3. The date on which the said reports have been laid for the fiscal year ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.

4. The date of the publication and distribution of the French edition of the said reports.

5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.

6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year ending the 31st March, 1909, have not yet been published in French.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 127.)

The Honourable Mr. Gillmor presented to the Senate a Bill (V) intituled: "An Act respecting a Patent of the Goldschmidt Thermit Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

Pursuant to the Order of the Day the Bill (71) intituled: "An Act to incorporate the Empire Life Insurance Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (N) intituled: "An Act respecting the Globe Printing Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (47) intituled: "An Act to amend the Immigration Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Coffey, it was

Ordered, That the same be postponed until Thursday the second day of March next.

The Order of the Day being read for the consideration of the Fifth Report of the Standing Committee on Divorce, to whom was referred the Petition of Dalton Mabel Stapleton, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be adopted.

After Debate,

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Ross (Halifax), it was.

Ordered, That further debate on the said motion be adjourned until Wednesday next.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Hon. Mr. Belcourt for the Second Reading (Bill I) intituled: "An Act respecting the Pollution of Navigable Waters."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (S) intituled: "An Act to incorporate the Albert and Moncton Railway Company," was read a second time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Riley.

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of Bill (Q) intituled: "An Act respecting Grain."

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand.

That the said Bill be now read a second time.

After Debate,

The Honourable Mr. Loughheed moved, seconded by the Honourable Sir Mackenzie Bowell.

That further debate on the said motion be adjourned until Wednesday next.

Pursuant to the Order of the Day, the Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company," was read a second time.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David.

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours on Bill (E) intituled: "An Act respecting the Ontario Northern and Timigami Railway Company."

The Honourable Mr. Beique moved, seconded by the Honourable Mr. David, That the said Report be now adopted.

The Honourable Mr. McHugh, in amendment, moved, seconded by the Honourable Mr. McMillan,

That the word "not" be inserted before the word "now," and that the following words be added at the end of the question "but that it be amended by striking out the first and last amendments in said Report.

The question of concurrence being put thereon, the same was resolved in the affirmative.

The question being put on the main motion as amended, the same was Resolved in the affirmative.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. McMillan, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Roche,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (75) intituled: "An Act respecting the McClary Manufacturing Company," was read a second time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (76) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (88) intituled: "An Act respecting the Bay of Quinte Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (89) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (90) intituled: "An Act respecting the Indian River Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (100) intituled: "An Act respecting the Orford Mountain Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Watson,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Eighth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the consideration of the Fourth Report of the Standing Committee on Divorce, to whom was referred the Petition of Mary Hamilton Johnston, together with the evidence.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (R) intituled: "An Act to amend the Chinese Immigration Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Ellis,

Ordered, That the said Bill be committed to a Committee of the Whole on Wednesday next.

A Message was brought from the House of Commons by their Clerk with the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Ellis,

The Senate adjourned until 2.30 o'clock, p.m., to-morrow.

Friday, 17th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Comeau,	King,	Power,
Beique,	Costigan,	Kirchhoffer,	Prince,
Belcourt,	Dandurand,	Landry,	Ratz,
Bolduc,	Davis,	Lavergne	Riley,
Bostock,	Derbyshire,	Legris,	Roche,
Boucherville, de	Dessaulles,	Lougheed,	Ross (Halifax),
(C.M.G.),	De Veber,	Macdonald	Roy,
Bowell	Domville,	(Victoria),	Scott
(Sir Mackenzie)	Douglas,	MacKeen,	(Sir Richard),
Boyer,	Edwards,	McHugh,	Shehyn,
Campbell,	Ellis,	McKay (Truro),	Talbot,
Cartwright	Farrell,	McMillan,	Thompson,
(Sir Richard),	Fiset,	McMullen,	Watson,
Casgrain,	Gillmor	McSweeney,	Wilson,
Chevrier,	Godbout,	Owens,	Yeo,
Cloran,	Jones,	Poirier,	Young.
Coffey,			

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Young:—
Of the Trussed Concrete Steel Company of Canada.

By the Honourable Mr. Derbyshire:—
Of Pierre Zéno St-Aubin, of the City of Montreal; praying for a Bill of Divorce from his wife Marie Anysie Trudeau, of the said City of Montreal.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Eighth Report.

Ordered, That it be received, and
The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

Friday, 17th February, 1911.

The Committee on Divorce beg leave to make their Eighth Report, as follows:—

In the matter of the Petition of Cecil Ernest Freeman, of the Village of Eglington, in the Province of Ontario, coachman, praying for the passing of an Act to dissolve his marriage with Rose Mary Barker Freeman, presently of the City of Toronto,

in the Province of Ontario, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Ninth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

Friday, 17th February, 1911.

The Committee on Divorce beg leave to make their Ninth Report, as follows:—

In the matter of the Petition of Gertrude Maud Grant, of the City of Winnipeg, in the Province of Manitoba, praying for the passing of an Act to dissolve her marriage with Arthur Grant, formerly of the said City of Winnipeg, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Tenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

FRIDAY, 17th February, 1911.

The Committee on Divorce beg leave to make their Tenth Report, as follows:—

In the matter of the Petition of George Addison Brown, of the Town of Port Hope, in the Province of Ontario, gentleman, praying for the passing of an Act to dissolve his marriage with Margaret Brown, presently of Hall's Bridge, Township of Smith, Province of Ontario, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Eleventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 43,

FRIDAY, 17th February, 1911.

The Committee on Divorce beg leave to make their Eleventh Report, as follows:—

In the matter of the Petition of Ethel May Hornell, of the City of Toronto, in the Province of Ontario, praying for the passing of an Act to dissolve her marriage with David Wyllie Hornell, presently of the City of Montreal, Province of Quebec, salesman, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Young, from the Standing Committee on Standing Orders presented their Tenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 17th February, 1911.

The Standing Committee on Standing Orders have the honour to make their Tenth Report,

Your Committee have examined the following petitions and find that the Rules have been complied within each case:—

Of Cyremes J. Laughlin, Jr., of the Town of Welland and others of elsewhere; praying to be incorporated as The Niagara, Welland and Lake Erie Railway Company.

Of the Alsek and Yukon Railway Company; praying for legislation further extending the time for the construction of their Railway.

Of Lucien Barnes Howland, of the City of Toronto and others of elsewhere; praying to be incorporated as "The Imperial Traction Company;" and

Of Harry Stikeman and others of the City of Montreal and elsewhere; praying to be incorporated as "The Riparian Association of the Restigouche River, Limited."

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing the correspondence exchanged, the report made by the Captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c.?

The Honourable Mr. Beique presented to the Senate a Bill (W) intituled: "An Act to correct a clerical error in the French Version of Chapter 142, of the Statutes of 1910."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Wednesday next.

The Order of the Day being read for the Third Reading of the Bill (C) intituled: "An Act to incorporate the Alberta-Saskatchewan Life Insurance Company."

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day the Bill (P) intituled: "An Act to incorporate the Universal Life Assurance Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (54) intituled: "An Act respecting the E. B. Eddy Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (61) intituled: "An Act respecting the Pontiac Central Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (55) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (L) intituled: "An Act respecting the Pacific Northern and Omenica Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (72) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (70) intituled: "An Act respecting the Canadian Western Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (E) intituled: "An Act respecting the Ontario Northern and Timagami Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (20) intituled: "An Act respecting the Mather Bridge and Power Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (62) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. De Veber, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (69) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Davis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (80) intituled: "An Act respecting the Buffalo, Niagara and Toronto Railway Company," was read a second time.

On motion of the Honourable Mr. Riley, seconded by the Honourable Mr. Davis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (83) intituled: "An Act to incorporate the Simcoe, Grey and Bruce Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (U) intituled: "An Act to incorporate Revillon Freres Trading Company, Limited."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the Second Reading of the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company."

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the Second Reading of the Bill (T) intituled: "An Act for the relief of Matilda Emo."

The Honourable Mr. Baird moved, seconded by the Honourable Mr. MacKeen, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Baird moved, seconded by the Honourable Mr. MacKeen, That the said Bill be read a third time on Wednesday next.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (O) intituled: "An Act respecting the Western Alberta Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at 3 o'clock in the afternoon.

Tuesday, 21st February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lougheed,	Power,
Beith,	Derbyshire,	Macdonald	Prince,
Belcourt,	De Veber,	(Victoria),	Ratz,
Bolduc,	Domville,	MacKeen,	Riley,
Bostock,	Douglas,	McDonald	Ross (Halifax),
Bowell	Ellis,	(Cape Breton),	Roy,
(Sir Mackenzie),	Farrell,	McHugh,	Scott
Boyer,	Gillmor,	McKay (Truro),	(Sir Richard),
Campbell,	Godbout,	McLaren,	Talbot,
Chevrier,	Jaffray,	McMillan,	Tessier,
Cloran,	Jones,	McMullen,	Thompson,
Coffey,	King,	McSweeney,	Watson,
Comeau,	Kirchhoffer,	Mitchell,	Wilson,
Costigan,	Landry,	Owens,	Yeo,
David,	Lavergne,	Poirier,	Young.

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Domville:—
Of Munderloh and Company, Limited.

By the Honourable Mr. Watson:—

Of Chas. Elgar and others, of Pierson; Of Wm. Lindsay, Jr., and others, of Miniota; Of Simeon Smith and others, of Ridgeville; Of Geo. Fletcher and others, of Clan-William; Of G. McPhail and others, of Belmont; Of John Luke and others, of Stonewall; Of S. Lockhart and others, of Lidstone; Of A. J. M. Poole and others, of Neepawa; Of J. H. Farthing and others, of Millwood; Of A. Barnes and others, of Beresford; Of S. M. Hayden and others, of Killarney; Of John F. Golden and others, of Sperling; Of Thos. K. Hopkins and others, of St. Elizabeth; Of A. W. Miller and others, of Carman; Of E. L. Vandear and others, of Angusville; Of J. S. Conilear and others; Of S. Thompson and others; Of George Bull and others, of Strathclair; Of Jas. Murdock and others, of Franklin; Of W. A. Paul and others, of Pilot Mound; Of J. M. Wedderburn and others, of Roden; Of W. B. Hicks and others, of Ashville; Of F. A. Campbell and others, of Lucas; Of F. A. Bailey and others, of Colgirth; Of S. Presley and others, of Gilberts Plains; Of Wm. H. Young and others, of Minnedosa; Of P. N. Munroe and others, of Margaret; Of A. S. Crerar and others, of Bin-scarth; and of C. E. Mackenzie and others, of Springfield, all in the Province of Manitoba.

Pursuant to the Order of the Day, the following petitions were severally read:—
Of H. W. Sheppard and others, of High River, in the Province of Alberta; praying to be incorporated as the High River, Saskatchewan and Hudson Bay Railway Company.

Of the Boiler Flue Cleaner and Supply Company, Limited, of Toronto; praying for legislation authorizing the Commissioner of Patents to receive payment for remainder of the patent term of eighteen years and continuing patent 89,841.

Of the Trussed Concrete Steel Company of Canada, of the Town of Walkerville, Ontario; praying for legislation authorizing the Commissioner of Patents to issue to them certain Letters Patent on patents acquired by them and for which the original foreign patentees had not made proper application in Canada.

Of H. D. Clendening and others, of Harding; Of T. Y. Taylor and others, of Cartwright; Of R. Taylor and others, of Morris; Of Wm. Sifton and others, of Minnetonka; Of James E. Booth and others, of Ingelson; Of Thos. Scott and others, of Atwell; Of A. Parent and others, of Dunrea; Of A. McGregor and others, of Arden; Of R. W. Glennie and others, of Durban; Of S. B. Haston and others, of Pipestone; Of Frank H. Thomas and others, of Elkhorn; Of S. B. Casselman and others, of Lauder; Of W. H. Waldeñ and others, of Swan Lake; Of C. F. Smith and others, of Miama; Of Hy. Paul and others, of Bagot; Of Rosario Cormeault and others, of St. Jean Baptiste; Of J. T. Smith and others, of Belmont; Of James White and others, of Keneville; Of T. H. S. Beattie and others, of Moorepark; Of W. H. Bewell and others, of Rosser; Of Jos. Robinson and others, of Austin; Of W. H. McCullough and others, of Kenville; Of Geo. Somerville and others, of Medora; Of Chas. Findlay and others, of Shoal Lake; Of W. W. Lobb and others, of Berton; Of R. J. Donnelly and others, of Foxwarren; Of Jas. Hird and others, of Frediview; Of A. F. Webster and others, of Welwyn; and of R. G. McAra and others, of Minnedosa, all in the Province of Manitoba; praying for the adoption of an Act for the general incorporation of Co-operative Societies for any lawful purpose.

The Honourable Mr. Young presented to the Senate a Bill (X) intituled: "An Act respecting the Manitoba Radial Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Sir Richard Scott presented to the Senate,—A Return to an Address of the Senate dated 20th January, 1911, calling for copies of all Orders in Council and Ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the Government and situated on des Ramparts Street at Quebec.

2. Of the requests made by other persons at that time, to purchase or lease the property in question.

3. Of the sale of the same property to the same Georges Tanguay, agreed to by the present Government about 1897.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 140.)

The Honourable Sir Richard Scott presented to the Senate,—Report of the Minister of Commerce for the year ending 31st March, 1910 (Part IV.).

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 10c, 1911.)

The Honourable Mr. Watson presented to the Senate a Bill (Y) intituled: "An Act respecting the Hamilton, Waterloo and Guelph Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Sir Richard Scott informed the Senate, That he had received a Message from His Excellency the Governor General, under his sign manual, which His Excellency had commanded him to deliver to the Senate.

The same was then read by the Clerk, and it is as follows:—

GREY,

The Governor General transmits to the Senate the Fourth Joint Report of the Commissioners for the demarcation of the Meridian of the 141st degree of West Longitude (Alaska Boundary) appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906.

(Vide Sessional Papers, No. 139.)

The Honourable Mr. Coffey moved, seconded by the Honourable Mr. McDonald (C.B.)

That the proceeding of the Senate had on the 16th instant, on Bill 57, intituled: "An Act respecting the London and North-western Railway Company, be read at the Table by the Clerk, for the purpose of reconsidering the same.

The question of concurrence being put thereon the same was

Resolved in the affirmative.

The said proceeding was then read accordingly by the Clerk and it is as follows:

The Order of the Day being read for the third reading of the Bill (57) intituled: "An Act respecting the London and North-western Railway Company."

With leave of the Senate.

The Honourable Mr. Coffey moved, seconded by the Honourable Mr. McDonald (C.B.),

That the said Bill be now read a third time and that the title be amended to read as follows:—

"An Act respecting the London and North-western Railway Company of Canada."

The question of concurrence being put thereon the same was resolved in the affirmative; and

The said Bill was, as amended, read a third time.

The question was put whether this Bill, as amended, and the title be "An Act respecting the London and North-western Railway Company of Canada," shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The Order of the Day being read for the second reading of (Bill B) intituled: "An Act to amend the Dominion Lands Act."

With leave of the Senate.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Bill be withdrawn.

Pursuant to the Order of the Day, the Bill (V) intituled: "An Act respecting a patent of the Goldschmidt Thermit Company," was read a second time.

On motion of the Honourable Mr. Gillmor, seconded by the Honourable Mr. Comeau.

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the Second Reading of the Bill (U) intituled: "An Act to incorporate "Revillon Freres Trading Company, Limited."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company."

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (O) intituled: "An Act respecting the Western Alberta Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until to-morrow.

A Message was brought from the House of Commons by their Clerk with a Bill (84) intituled: "An Act respecting the Southern Central Pacific Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (74) intituled: "An Act respecting International Railway Company and International Traction Railways," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (68) intituled: "An Act respecting the Campbellford, Lake Ontario and Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Tessier, it was

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Honourable Sir Richard Scott, seconded by the Honourable Mr. Ellis,

The Senate adjourned.

Wednesday, 22nd February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	Dandurand,	Lavergne,	Power,
Beique,	David,	Lougheed,	Prince,
Beith,	Davis,	Macdonald	Ratz,
Bolduc,	Derbyshire,	(Victoria),	Riley,
Bostock,	De Veber,	MacKeen,	Ross (Halifax),
Bowell	Domville,	McDonald	Ross
(Sir Mackenzie),	Douglas,	(Cape Breton),	(Sir George W.),
Boyer,	Edwards,	McHugh,	Roy,
Campbell,	Ellis,	McKay (Truro),	Scott
Cartwright	Farrell,	McLaren,	(Sir Richard),
(Sir Richard),	Gillmor,	McMillan,	Talbot,
Casgrain,	Godbout,	McMullen,	Tessier,
Chevrier,	Jaffray,	McSweeney,	Thompson,
Cloran,	Jones,	Mitchell,	Wilson,
Coffey,	King,	Owens,	Yeo,
Comeau,	Kirchhoffer,	Poirier,	Young.
Costigan,	Landry,		

PRAYERS.

The Honourable Mr. Coffey, from the Standing Committee on Debates and Reporting, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE.

COMMITTEE ROOM No. 8.

FRIDAY, 17th February, 1911.

The Standing Committee on Debates and Reporting has the honour to make the following report:—

That at the opening of the present Session the Chairman of the Committee, acting on representations of the Chief of the French Translating Staff of the Senate, directed the Clerk of the Senate to temporarily employ Mr. George Morisset for translating work.

That in view of the rearrangement to be made in the reporting work of the Senate, tending to greater conciseness and economy, the services of a supplementary translator can now be dispensed with, and your Committee recommend that the said Mr. Morisset be paid for his time of service at the rate of \$4 per day, such time to expire with the adoption of this report.

All which is respectfully submitted.

THOS. COFFEY,
Chairman.

With leave of the Senate,

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Report be adopted.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will be pleased to cause to be laid before this House a copy of all Orders in Council and of all orders issued by the Minister of the Interior, giving, from time to time, to the Commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive powers in so far as concerns the Government of the Northwest Territories.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are members of the Privy Council.

The Honourable Mr. Lougheed moved, seconded by the Honourable Mr. Ross (Halifax),

That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid on the table of this House:—

1. Copies of all papers relating to the appointment of Martin Dickie to the Command of the 76th Regiment of the Counties of Colchester and Hants.

2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieut. General Drury and others to the command of the said regiment.

3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.

With leave of the Senate the following was added:—

4. Copies of all correspondence and other papers and documents relating to the recent reorganization of the 78th Colchester, Hants, and Pictou Regiment of "Highlanders."

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are members of the Privy Council.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will be pleased to cause to be laid before this House a copy of the Order in Council, dated 17th August, 1908, authorizing the transfer to the Government of the Quebec Bridge, and of all the assets, franchises and privileges then the property of the Quebec Bridge and Railway Company.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are members of the Privy Council.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the Senate dated 9th February, 1911, for a Return showing

the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live cattle.
2. Sheep.
3. Poultry.
4. Ham.
5. Pork.
6. Bacon.
7. Flour.
8. Wheat.
9. Barley.
10. Also cheese and eggs.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 131.)

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the proceedings read at the Table on Tuesday, February 21st instant, be rescinded and that Bill 57 intituled: "An Act respecting the London and North-western Railway Company," be replaced upon the Orders of the Day for a third reading for to-morrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders presented their Eleventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 22nd February, 1911.

The Standing Committee on Standing Orders have the honour to make their Eleventh Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

Of the Canadian Pacific Railway Company; praying for legislation empowering them to lay out and construct proposed branch lines; extending the time for building of authorized branches; and increasing its bonding powers in respect of its Toronto-Sudbury Branch.

Of J. Wolkenstein and others, of the City of New York, in the state of New York, one of the United States of America and elsewhere; praying to be incorporated as "The British Columbia and Dawson Railway Company."

Of John Muir and others, of the City of Brantford; praying to be incorporated as "The Lake Erie and Northern Railway Company."

Of Rueben R. Jameson and others, of Calgary, Alberta; praying to be incorporated as "The Alberta Electric Railway Company."

Of John Nairn, of the City of Edinburgh, Scotland, and others of the City of Winnipeg, Manitoba; praying to be incorporated as "The Hudson's Bay, Peace River and Pacific Railway Company."

Of the Manitoulin and North Shore Railway Company; praying for the passing of an Act, changing their name to "The Algoma Eastern Railway Company."

Of William Denham Verschoyle and others, of the City of Vancouver; praying to be incorporated as "The Pacific and Hudson Bay Railway Company."

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders presented their Twelfth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 22nd February, 1911.

The Standing Committee on Standing Orders have the honour to make their Twelfth Report.

Your Committee have examined the following petition:—

Of James Henry Kittermaster and others, of the Town of Sarnia and elsewhere; praying to be incorporated as "The Ontario Railway Company," and find that one of the notices required by Rule 107 somewhat short in point of time, but will be complete on Friday next.

Your Committee, however, recommend the suspension of the Rule as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

With leave of the Senate.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That paragraphs (a) and (h) of Rule 24 be suspended in so far as they relate to the said report.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the Third Reading of Bill (T) intituled: "An Act for the relief of Matilda Emo."

The Honourable Mr. Owens moved, seconded by the Honourable Mr. Derbyshire, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Owens moved, seconded by the Honourable Mr. Derbyshire, That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Matilda Emo praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Sixth Report of the Standing Committee on Divorce, to whom was referred the Petition of Lorne Forbes Robertson, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed, That the said Report be now adopted.

After Debate,

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Landry, it was

Ordered, That further debate on the said motion be adjourned until to-morrow.

The Order of the Day being read for putting the Senate again in Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

The House according to Order resumed the adjourned debate on the motion for the consideration of the Fifth Report of the Standing Committee on Divorce, to whom was referred the Petition of Dalton Mabel Stapleton, together with the evidence.

After debate,

It being Six o'clock, His Honour the Speaker left the Chair, to resume the same at half past seven o'clock.

7.30 o'clock, P.M.

The House was resumed.

After further debate,

The question being put on the motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Loughheed,

That the said Report be now adopted.

The Honourable Mr. Cloran, in amendment, moved, seconded by the Honourable Mr. Landry,

That the word "not" be inserted before the word "now," and the following words be added at the end of the question "but that it be adopted this day six months."

The question of concurrence being put on the said motion in amendment, the same was

Resolved in the negative.

The question being again put on the main motion, the same was, on division,

Resolved in the affirmative; and

Ordered accordingly.

The Order of the Day being read for the Second Reading of the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the same be postponed until Thursday, 2nd March next.

The Order of the Day being read for resuming the adjourned debate on the motion for the Second Reading of the Bill (Q) intituled: "An Act respecting Grain."

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order after Third Readings.

The Order of the Day being read for the consideration of the Fourth Report of Standing Committee on Divorce, to whom was referred the Petition of Mary Hamilton Johnston, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed.

That the said Report be adopted.

The question of concurrence being put thereon, the same was on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for putting the House into Committee of the Whole on the Bill (R) intituled: "An Act to amend the Chinese Immigration Act."

On motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Eighth Report of the Standing Committee on Divorce, to whom was referred the Petition of Cecil Ernest Freeman, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Ninth Report of the Standing Committee on Divorce, to whom was referred the Petition of Gertrude Maud Grant, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Tenth Report of the Standing Committee on Divorce, to whom was referred the Petition of George Addison Brown, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Eleventh Report of the Standing Committee on Divorce, to whom was referred the Petition of Ethel May Hornell, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (W) intituled: "An Act to correct a clerical error in the French version of Chapter 142 of the Statutes of 1910."

Was read a second time.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (U) intituled: "An Act to incorporate Revillon Freres Trading Company, Limited," was read a second time.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (O) intituled: "An Act respecting the Western Alberta Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Friday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Friday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (F) intituled: "An Act to incorporate the Guardian Accident and Guarantee Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (92) intituled: "An Act respecting the Alberta Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (99) intituled: "An Act to incorporate the Niagara, Welland and Lake Erie Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Friday next.

Then, on motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Ellis,

The Senate adjourned.

Thursday, 23rd February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Logris,	Prince,
Beique,	David,	Lougheed,	Ratz,
Beith,	Davis,	Macdonald	Riley,
Bolduc,	Derbyshire,	(Victoria),	Ross (Halifax),
Bostock,	De Veber,	MacKeen,	Ross
Powell	Domville,	McDonald	(Sir George W.),
(Sir Mackenzie),	Douglas,	(Cape Breton),	Roy,
Boyer,	Ellis,	McHugh,	Scott
Campbell,	Farrell,	McKay (Truro),	(Sir Richard),
Cartwright	Gillmor,	McLaren,	Talbot,
(Sir Richard),	Godbout,	McMillan,	Tessier,
Casgrain,	Jaffray,	McMullen,	Thompson,
Chevrier,	Jones,	McSweeney,	Watson,
Cloran,	King,	Mitchell,	Wilson,
Coffey,	Kirchhoffer,	Owens,	Yeo,
Comeau,	Landry,	Poirier,	Young.
Costigan,	Lavergne,	Power,	

PRAYERS.

With leave of the Senate.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand.

That when the Senate adjourns to-morrow it do stand adjourned until Wednesday the eighth day of March next at three o'clock in the afternoon.

The question of concurrence being put thereon the same was resolved in the affirmative; and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright presented to the Senate, Orders in Council published in *Canada Gazette* 11th February, 1911.

No. 83/146. Regulations for entry of Naval Instructors.

No. 91/146. Revised rates of pay for Electricians.

No. 86/146. Revised travelling allowances.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 56k.*)

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (42) intituled: "An Act respecting the Collingwood Southern Railway Company," reported that they had gone

through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (73) intituled: "An Act respecting the Grand Trunk Pacific Branch Lines Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 3, line 36, At the end of clause I add the following paragraphs:—

"38.—From Calgary thence in a south-easterly direction to Medicine Hat, or a point in the vicinity thereof."

"39.—From a point on the line mentioned in paragraph 9 between the east limit of range 18 and the west limit of range 19, west of the 1st Meridian, thence in a north-westerly direction to a connection with the western division of the Grand Trunk Pacific Railway, between the easterly limit of range 25 and the westerly limit of range 29, west of the 1st Meridian."

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company and to change its name to The Kettle Valley Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House should be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 3, After "uncompleted" leave out the whole of clause 3.

Page 3, line 22, After "constructed" leave out the whole of clause 8 and substitute the following:—

"8. In addition to the securities authorized by section 7 of this Act, the directors, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any of such properties, assets, or works, other than the railway, as the Company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company," reported that they had gone through the said Bill, and had directed him to report the

same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 22, After, "uncompleted" add the following, "Provided that should the Company require any lands in the city of Montreal between Ontario, Harbour, St. Catherine and Frontenac streets, it shall, within three months after the passing of this Act, purchase or finally commence proceedings for the expropriation of all such lands as it may require, failing which, its right to acquire any such lands by expropriation shall be deemed to be forfeited."

Page 1, line 27, After, "1910" insert "except that the Board of Railway Commissioners for Canada shall be deemed to be substituted for the Railway Commission or for the Provincial Commission of Public Utilities mentioned in the said notarial agreement."

Page 2, line 2, leave out all the words from "Canada" to the end of clause 4 and substitute the following:—

"The Canadian Pacific Railway Company, The Canadian Northern Quebec Railway Company, and the Montreal Terminal Railway Company, or any of them for any purposes specified in the said section 361, and may, subject to the provisions of *The Railway Act*, connect its line of railway with the railways of the said Companies."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration on Wednesday the eighth day of March next.

The Honourable Sir Richard Scott presented to the Senate a Bill (Z) intituled: "An Act to incorporate the Canadian Surety Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday the eighth day of March next.

The Honourable Mr. Casgrain presented to the Senate a Bill (A 1) intituled: "A - Act to incorporate the Restigouche Riparian Association."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday the eighth day of March next.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a statement showing the number of gold, silver, and bronze medals, which the Quebec Battlefields Commission has caused to be struck in commemoration of the three hundredth anniversary of the foundation of the city of Quebec, the cost of each of these series of medals, the names of the persons to whom, or the institutions to which, gold medals, silver medals, and bronze medals have been given.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue to cause to be laid upon its Table a copy of all the documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Ile, with a history of the case, day by day, up to this date.

The Order of the Day being read for the Third Reading of the Bill (57) intituled: "An Act respecting the London and North-western Railway Company."

The Honourable Mr. Coffey moved, seconded by the Honourable Mr. McDonald (C.B.), That the said Bill be not now read a third time but that it be amended by adding to it the following as Clause 2:—

2. The name of the said company is hereby changed to "The London and North-western Railway Company of Canada"; but such change in name shall not in any way impair, alter or affect any right, obligation, or liability of the Company, nor in any wise affect any suit or proceeding now pending, or judgment existing, either by, or in favour of, or against the Company; and any such suit, proceeding or judgment may be prosecuted, continued, completed or enforced, notwithstanding such change of name, as if this Act had not been passed.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Then on motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.),

The said Bill was, as amended, read a third time.

The question was put whether this Bill shall pass as amended, and the title shall be "An Act respecting the London and North-western Railway Company of Canada," shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

A Message was brought from the House of Commons by their Clerk with a Bill (77) intituled: "An Act respecting the National Weekly Indemnity Company," and to change its name to the Merchants and Employers Guarantee and Accident Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be read a second time on Wednesday the eighth day of March next.

The House, according to Order, resumed the adjourned Debate on the Motion for the Second Reading of Bill (Q) intituled: "An Act respecting Grain."

After debate.

The question being again put for the second reading of the Bill the same was resolved in the affirmative.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Wednesday the eighth day of March next and that it be the first item after "Third Readings."

The Order of the Day being read for the consideration of the Seventh Report of the Standing Committee on Divorce, to whom was referred the Petition of Maggie Florence Sadler, together with the evidence.

The Honourable Mr. Kirchoffer moved, seconded by the Honourable Mr. Lougheed.

That the said Report be adopted.

The question of concurrence being put thereon, the same was on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for resuming the further adjourned debate on the motion of the Hon. Mr. Belcourt for the Second Reading Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday the eighth day of March next.

Pursuant to the Order of the Day, the Bill (X) intituled: "An Act respecting the Manitoba Radial Railway Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (Y) intituled: "An Act respecting the Hamilton, Waterloo and Guelph Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company."

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the same be postponed until Wednesday the eighth day of March next.

Pursuant to the Order of the Day, the Bill (84) intituled: "An Act respecting the Southern Central Pacific Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (74) intituled: "An Act respecting International Railway Company and International Traction Railways," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (68) intituled: "An Act respecting the Campbellford, Lake Ontario and Western Railway Company," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The House according to Order resumed the adjourned Debate on the Motion for the consideration of the Sixth Report of the Standing Committee on Divorce, to whom was referred the Petition of Lorne Forbes Robertson, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was on division resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for putting the Senate again into a Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday the eighth day of March next.

The Order of the Day being read for putting the Senate again into a Committee of the Whole on Bill (R) intituled: "An Act to amend the Chinese Immigration Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday the eighth day of March next.

The Order of the Day being read for the consideration of the Eighth Report of the Standing Committee on Divorce, to whom was referred the Petition of Cecil Ernest Freeman, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be now adopted.

Which being objected to,

The question of concurrence was put thereon and the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Ninth Report of the Standing Committee on Divorce, to whom was referred the Petition of Gertrude Maud Grant, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Tenth Report of the Standing Committee on Divorce, to whom was referred the Petition of George Addison Brown, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be now adopted.
Which being objected to, and
The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and
Ordered accordingly.

The Order of the Day being read for the consideration of the Eleventh Report of the Standing Committee on Divorce, to whom was referred the Petition of Ethel May Hornell, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be now adopted.
Which being objected to, and
The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and
Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (W) intituled: "An Act to correct a clerical error in the French version of Chapter 142 of the Statutes of 1910."

(In the Committee.)

After some time the House was resumed, and
The Honourable Mr. Legris, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Boyer,
it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2.30 o'clock, p.m., to-morrow.

Friday, 24th February, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Landry,	Prince,
Béique,	Dandurand,	Lavergne,	Ratz,
Beith,	Davis,	Legris,	Riley,
Bolduc,	Derbyshire,	Lougheed,	Ross (Halifax),
Bostock,	De Veber,	Macdonald	Roy,
Bowell	Domville,	(Victoria),	Scott
(Sir Mackenzie),	Edwards,	MacKeen,	(Sir Richard),
Boyer,	Ellis,	McHugh,	Talbot,
Campbell,	Farrell,	McKay (Truro),	Tessier,
Cartwright	Gillmor,	McLaren,	Thompson,
(Sir Richard),	Godbout,	McMillan,	Watson,
Casgrain,	Jaffray,	McMullen,	Wilson,
Chevrier,	Jones,	Mitchell,	Yeo,
Cloran,	Kirchhoffer,	Power,	Young.
Comeau,			

PRAYERS.

The Honourable Mr. Lougheed, from the Standing Committee on Divorce, presented their Twelfth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

FRIDAY, 24th February, 1911.

The Committee on Divorce beg leave to make their Twelfth Report, as follows:—

In the matter of the Petition of Paulina Verena Meyer, of the City of Toronto, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with Henry Meyer, of the township of Uxbridge, Ontario, farmer, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Lougheed moved, seconded by the Honourable Sir Mackenzie Bowell.

That the said Report be taken into consideration by the Senate on Wednesday the eighth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (B. 1) intituled: "An Act for the relief of Maggie Florence Sadler."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. De Veber.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (C 1) intituled: "An Act for the relief of Gertrude Maud Grant."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. De Veber.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (D 1) intituled: "An Act for the relief of George Addison Brown."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. De Veber.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (E 1) intituled:
"An Act for the relief of Mary Hamilton Johnston."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. De Veber.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (F 1) intituled:
"An Act for the relief of Dalton Mabel Stapleton."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. De Veber.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Campbell presented to the Senate a Bill (G 1) intituled:
"An Act for the relief of Lorne Forbes Robertson."

The said Bill was read a first time.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Bostock.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Campbell presented to the Senate a Bill (H 1) intituled:
"An Act for the relief of Cecil Ernest Freeman."

The said Bill was read a first time.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Bostock.

That the said Bill be read a second time on Thursday the ninth day of March next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie
Bowell,

That an humble Address be presented to His Excellency the Governor General; praying His Excellency to cause to be laid on the Table of this House copy of the last report made to the Government by the members of the Quebec Battlefields Commission.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are Members of the Privy Council.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 24th January, 1911, showing, year by year, from July 1st, 1896, up to date, the amounts paid to Mr. J. B. Laliberte, of Quebec, merchant, by each of the Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 146.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 147.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 26th January, 1911, for a Return showing, year by year, since July 1st, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the Departments of the Government of this Country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 148.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 27th January, 1911, for the production of a Return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Messrs. Samson and Filion, of Quebec, merchants, by each of the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 149.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 27th January, 1911, for the production of a Return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 150.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 27th January, 1911, for the production of a Return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 151.)

Pursuant to the Order of the Day the Bill (C) intituled: "An Act to incorporate the Alberta-Saskatchewan Life Insurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (O) intituled: "An Act respecting the Western Alberta Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (J) intituled: "An Act to incorporate the Canadian Inter-Mountain Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (42) intituled: "An Act respecting the Collingwood Southern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed the said Bill without any amendment.

Pursuant to the Order of the Day the Bill (92) intituled: "An Act respecting the Alberta Central Railway Company," was read a second time.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. MacKeen, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (99) intituled: "An Act to incorporate the Niagara, Welland and Lake Erie Railway Company," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (73) intituled: "An Act respecting the Grand Trunk Pacific Branch Lines Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill as amended be read a third time on Wednesday the eighth day of March next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company, and to change its name to 'The Kettle Valley Railway Company.'"

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill as amended be read a third time on Wednesday the eighth day of March next.

His Honour the Speaker informed the Senate, that he had received the following communication from the Asst. Governor General's Secretary.

OTTAWA, 24th February, 1911.

SIR,—I have the honour to inform you that the Right Honourable Sir Charles Fitzpatrick, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber on Friday the 24th instant at 5 o'clock, for the purpose of giving assent to certain Bills which have passed the Senate and the House of Commons during the present Session.

I have the honour to be,

Sir,

Your obedient servant,

C. J. JONES,

Asst. Governor General's Secretary.

The Honourable,

The Speaker of the Senate.

The Honourable Mr. Derbyshire presented to the Senate a Bill (I 1) intituled: "An Act respecting The Baptist Convention of Ontario and Quebec."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday the ninth day of March next.

The Honourable Mr. Derbyshire presented to the Senate a Bill (J 1) intituled: "An Act to incorporate the Canadian Baptist Foreign Mission Board."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday the ninth day of March next.

A Message was brought from the House of Commons by their Clerk, with a Bill (128) intituled: "An Act for granting to His Majesty certain sums of money for the public service of the financial year ending the 31st March, 1911," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That Rules 23 (f), 24 (a) and (b) and 63 of this House be suspended is so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (56) intituled: "An Act to incorporate the Hudson Bay Mortgage Corporation," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a second time on Thursday the ninth day of March next.

A Message was brought from the House of Commons by their Clerk, with a Bill (91) intituled: "An Act to incorporate the Pacific and Peace Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Thursday the ninth day of March next.

His Honour the Speaker presented to Senate the Commission of the Honourable Sir Charles Fitzpatrick appointing him Deputy to His Excellency the Governor General.

The same was then read by the Clerk as follows:—

GREY.

[L.S.]

COMMISSION

Appointing the Honourable CHARLES FITZPATRICK Deputy of the Governor General of Canada. Dated 19th July, 1906. Recorded 19th July, 1906.

JOSEPH POPE,

Dep. Registrar General of Canada.

By His Excellency the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, etc., etc., Governor General of Canada.

To the Honourable Sir CHARLES FITZPATRICK, Chief Justice of Canada,—GREETING:

Know you that being well assured of your loyalty, fidelity and capacity, I, the Right Honourable Sir ALBERT HENRY GEORGE, Earl Grey, Governor General of Canada as aforesaid, under and by virtue of and in pursuance of the powers and authority vested in me by the Commission under the Royal Sign Manual and Signet of His Majesty KING EDWARD THE SEVENTH, constituting and appointing me to be His Majesty's Governor General in and over the Dominion of Canada and by "The British North America Act, 1867," do hereby nominate, constitute and appoint you the said the Honourable CHARLES FITZPATRICK to be my Deputy within the Dominion of

Canada, and in that capacity to exercise, but subject to any limitations or directions from time to time expressed or given by His Majesty, all the powers, authorities and functions vested in and of right exercisable by me as Governor General, saving and excepting the power of dissolving the House of Commons of Canada.

To have, hold, exercise and enjoy the said office of Deputy of me, the Governor General of Canada as aforesaid, together with all and every the powers, rights and privileges to the said office belonging or which ought to belong to the same unto you the said the Honourable CHARLES FITZPATRICK for and during my pleasure.

Provided always that the appointment of you the said The Honourable CHARLES FITZPATRICK as my said Deputy shall not affect the exercise of any power, authority or function by me as Governor General in person.

Given under my hand and seal at arms, at Ottawa, this Nineteenth day of July, in the year of Our Lord One Thousand Nine Hundred and Six and in the Sixth year of His Majesty's Reign.

By Command,

R. W. SCOTT,

Secretary of State.

The Senate adjourned during pleasure.

The Right Honourable Sir Charles Fitzpatrick, Chief Justice of Canada, acting as Deputy of His Excellency the Governor General, being seated at the foot of the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the Deputy Governor General's desire that they attend him immediately in this House."

Who being come with their Speaker.

Then the Honourable the Speaker of the House of Commons addressed His Honour the Deputy Governor, as follows:—

The Commons of Canada have voted certain supplies required to enable the Government to defray the expenses of the public service. In the name of the Commons, I present to Your Honour the following Bill:—

"An Act for granting to His Majesty certain sums of money for the public service of the financial year ending the 31st March, 1911," to which I humbly request Your Honour's assent.

After the Clerk of the Crown in Chancery had read the Title of the Bill,

The Clerk of the Senate, by His Honour's command, did thereupon say:—

"In His Majesty's name, His Honour the Deputy of His Excellency the Governor General, thanks his loyal subjects, accepts their benevolence, and assents to this Bill."

The Deputy Governor was pleased to retire, and

The House of Commons withdrew.

The Senate resumed.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Ellis,

The Senate adjourned until Wednesday, the eighth day of March next, at Three o'clock in the afternoon.

Wednesday, 8th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	MacKeen,	Riley,
Beique,	Dandurand,	Macdonald	Roche,
Beith,	David,	(Cape Breton),	Ross,
Belcourt,	Davis,	McHugh,	(Halifax),
Bolduc,	Derbyshire,	McKay	Ross,
Bostock,	De Veber,	(Truro),	(Sir George W.)
Bowell	Domville,	McMillan,	Roy,
(Sir Mackenzie),	Edwards,	McMullen,	Scott
Boyer,	Ellis,	Miller,	(Sir Richard),
Campbell,	Jones,	Mitchell,	Talbot,
Cartwright	King,	Montplaisir,	Tessier,
(Sir Richard),	Kirchhoffer,	Owens,	Thompson,
Casgrain,	Landry	Poirier,	Watson,
Chevrier,	Legris,	Power,	Wilson,
Choquette,	Macdonald	Prince,	Yeo,
Cloran,	(Victoria),	Ratz,	Young.
Comeau,			

PRAYERS.

Pursuant to the Order of the Day the following Petitions were severally read:—

Of Munderloh and Company, Limited; praying for an Act authorizing the Commissioner of Patents to receive the partial fees on certain letters patent.

Of Chas. Elgar and others, of Pierson; Of Wm. Lindsay, Jr., and others, of Miniota; Of Simeon Smith and others, of Ridgeville; Of Geo. Fletcher and others, of Clan-William; Of G. McPhail and others, of Belmont; Of John Luke and others, of Stonewall; Of S. Lockhart and others, of Lidstone; Of A. J. M. Poole and others, of Neepawa; Of J. H. Farthing and others, of Millwood; Of A. Barnes and others, of Beresford; Of S. M. Hayden and others, of Killarney; Of John F. Golden and others, of Sperling; Of Thos. K. Hopkines and others, of St. Elizabeth; Of A. W. Miller and others, of Carman; Of E. L. Vandear and others, of Angusville; Of J. S. Conilear and others; Of S. Thompson and others; Of George Bull and others, of Strathclair; Of Jas. Murdock and others, of Franklin; Of W. A. Paul and others, of Pilot Mound; Of J. M. Wedderburn and others, of Roden; Of W. B. Hicks and others, of Ashville; Of F. A. Campbell and others, of Lucas; Of F. A. Bailey and others, of Colgirth; Of S. Presley and others, of Gilberts Plains; Of Wm. H. Young and others, of Minnedosa; Of P. N. Munroe and others, of Margaret; Of A. S. Crerar and others, of Binscarth; and of C. E. Mackenzie and others, of Springfield, all in the Province of Manitoba.

Praying for the adoption of an Act for the General Incorporation of Co-operative Societies for any lawful purposes.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 22nd February, 1911, for a copy of the Order in Council, dated 17th August, 1908, authorizing the transfer to the Government of the Quebec Bridge, and of all the assets, franchises and privileges then the property of the Quebec Bridge and Railway Company.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 125a.*)

Also, A Return to an Order of the Senate dated 1st February, 1911, for a Return showing year by year, from July 1st, 1896 up to date, the amounts paid to the *Montreal Herald*, by the several Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74a.*)

Also, A Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74b.*)

Also, A Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different Departments of the Government of this country from the founding of that newspaper up to this date.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74c.*)

Also, A Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from July 1st, 1896, up to date, the amount paid to *La Patrie*, of Montreal, by the several Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74d.*)

Also, A Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Presse*, of Montreal, by the several Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74e.*)

Also, A Return to an Order of the Senate dated 24th January, 1911, for a Return showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 74f.*)

Also, A Return to an Order of the Senate dated 18th January, 1911, for a Return showing:—A. As relates to the main line of the Transcontinental:—

1. The respective length in miles of each of the divisions of the Transcontinental, named Division A, Division B, &c., from Moncton to Winnipeg, and specifying in which province each of the divisions is located.

2. The estimated cost, at the outset, of the construction of the road in each division.

3. The actual price paid, on the 15th January instant, for the building of the line, sidings, bridges and other necessary works in each division.

4. The approximate cost in each division of the Transcontinental, of what remains to be constructed for the completion of the road.

B. As relates to the branch lines of the Transcontinental:—

1. The respective length of each of the said branch lines, specifying the district and the province within which the said branch lines are located.

2. The estimated cost, at the start, of the construction of each of the said branch lines.

3. The actual cost up to the 15th January instant of the construction of said branch lines.

4. The probable cost of the works to be executed on each of the said branch lines.

5. The indication of the special section of the Act under which each branch line has been constructed.

6. The mention of all other branch lines proposed to be constructed by the Transcontinental Railway Commission or the Government, showing the length and probable cost thereof.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 771.)

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. MacKeen, it was

Ordered, That an Order of the Senate do issue for the production of a copy of the complaint made by the Commandant of the 61st Regt. against the Commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the Report of the Inspector General respecting the case.

A Message was brought from the House of Commons by their Clerk with a Bill (4) intituled: "An Act to amend the Railway Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

A Message was brought from the House of Commons by their Clerk with a Bill (43) intituled: "An Act respecting a patent of the Conduit Company, Limited," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (101) intituled: "An Act respecting the Huron and Ontario Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Sir George W. Ross, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (105) intituled: "An Act to incorporate the Imperial Steamship Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (106) intituled: "An Act to incorporate the Lake Erie and Northern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons to return the Bill (9) intituled: "An Act to amend the Inspection and Sale Act," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (P) intituled: "An Act to incorporate the Universal Life Assurance Company of Canada," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire their concurrence.

The said amendments were then read by the Clerk as follows:—

Page 1, line 14.—Strike out "in the district of Hochelaga."

Page 1, line 19.—Strike out "Universal" and insert "Capital."

Page 1, line 24.—Strike out all the words after "dollars" to the end of the Clause

In the Title.

Strike out "Universal" and insert "Capital."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. De Veber presented to the Senate a Bill (K 1) intituled: "An Act to incorporate The Hudson Bay, Peace River and Pacific Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Sir George W. Ross presented to the Senate a Bill (L 1) intituled: "An Act to change the name of The Manitoulin and North Shore Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. McHugh, presented to the Senate a Bill (M 1) intituled: "An Act to incorporate Lloyds Casualty Company of Canada."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Bostock, presented to the Senate a Bill (N1) intituled:
"An Act to incorporate the Pacific and Hudson Bay Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Campbell, presented to the Senate a Bill (O1) intituled:
"An Act to amend and consolidate the Acts relating to the Harbour of Toronto."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Campbell, presented to the Senate a Bill (P1) intituled:
"An Act to incorporate The Western Canal Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Right Honourable Sir Richard Cartwright, presented to the Senate a Bill (Q1) intituled: "An Act to amend the Inspection and Sale Act, as regards the weights of a bushel and a bag of certain articles."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

Pursuant to the Order of the Day the Bill (73) intituled: "An Act respecting the Grand Trunk Pacific Branch Lines Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (82) intituled: "An Act respecting the Kettle River Valley Railway Company, and to change its name to "The Kettle Valley Railway Company" was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments to which they desire their concurrence.

The House according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

(In the Committee.)

Title read and postponed.

Preamble read and postponed.

Section 1, read and agreed to.

Section 2, ordered to stand.

Sections 3 to 11, both inclusive, were severally read and agreed to.

Subsection 2 of Section 12, ordered to stand.

Sections 13 to 30, both inclusive, were severally read and agreed to.

Section 31 read and amended as follows:—

Page 8, line 19.—After “resignation” insert “absence or inability to act.”

Page 8, line 22.—After “such” insert “absence, inability or.”

Sections 32 to 78 both inclusive were severally read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee reported that they had taken the said Bill into consideration, made some progress therein and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the Second Reading of the Bill (3) intituled: “An Act respecting the Hours of Labour on Public Works.”

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (44) intituled: “An Act respecting ‘The Lachine, Jacques Cartier and Maisonneuve Railway Company.’”

On motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Boyer, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (Z) intituled: “An Act to incorporate the Canadian Surety Company,” was read a second time.

On motion of the Honourable Sir Richard Scott, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the Second Reading of the Bill (A 1) intituled: “An Act to incorporate the Restigouche Riparian Association.”

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Thompson, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (77) intituled: An Act respecting the National Weekly Indemnity Company, and to change its name to “The Merchants and Employers Guarantee and Accident Company.”

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Belcourt for the Second Reading Bill (I) intituled: “An Act respecting the Pollution of Navigable Waters.”

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for again putting the Senate into Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and other drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for putting the Senate into a Committee of the Whole on Bill (R), intituled: "An Act to amend the Chinese Immigration Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Twelfth Report of the Standing Committee on Divorce, to whom was referred the Petition of Paulina Verina Meyer, together with the evidence.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Derbyshire, That the said Report be now adopted.

Which being objected to,

The question of concurrence was put thereon, and the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 9th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	MacKeen,	Riley,
Beique,	David,	McDonald	Roche,
Beith,	Davis,	(Cape Breton),	Ross (Halifax),
Belcourt,	Derbyshire,	McHugh,	Ross
Bolduc,	De Veber,	McKay (Truro),	(Sir George W.),
Bostock,	Edwards,	McMillan,	Roy,
Bowell	Ellis,	McMullen,	Scott
(Sir Mackenzie),	Farrell,	McSweeney,	(Sir Richard),
Boyer,	Jones,	Miller,	Talbot,
Campbell,	King,	Mitchell,	Tessier,
Cartwright	Kirchhoffer,	Montplaisir,	Thompson,
(Sir Richard),	Landry,	Owens,	Watson,
Casgrain,	Lavergne,	Poirier,	Wilson,
Chevrier,	Legris,	Power,	Yeo,
Comeau,	Macdonald	Prince,	Young.
Costigan,	(Victoria),		

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. McHugh:—
Of the Manitoulin and North Shore Railway Company.

The Honourable Mr. Young, presented to the Senate a Bill (R1) intituled:
“An Act to incorporate the Ontario Railways Company.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Derbyshire, presented to the Senate a Bill (S1) intituled:
“An Act for the relief of Ethel May Hornell.”

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens.
That the said Bill, be read a second time on Tuesday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division
resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Campbell, presented to the Senate a Bill (T1) intituled:
“An Act for the relief of Paulina Verena Meyer.”

The said Bill was read a first time.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill, be read a second time on Tuesday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons to return the Bill (57) intituled: "An Act respecting the London and North-western Railway Company," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (32) intituled: "An Act to incorporate the Sterling Trusts Corporation," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (89) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (88) intituled: "An Act respecting the Bay of Quinte Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 1, line 19.—Leave out from "3" to "but" in line 25 and insert in lieu thereof the following:—

"The company may impose and collect rates and charges for the sale or disposal of surplus electricity or other power generated by the company's works and not required for operating its canal and other works."

Page 2, line 27.—Leave out clause 6.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 2, line 3.—Leave out the whole of clause 8.

Page 4, line 27.—After "therewith" leave out the remainder of the section.

Page 5, line 33.—After "them" leave out the remainder of the section.

Page 6, line 11.—Leave out the whole of section "18" and substitute the following:—

"18. In addition to the securities authorized by section 10 of this Act, the directors, if previously authorized as prescribed by section 136 of the *Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any such properties, assets, or works, other than the railway, as the company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock, or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made."

Page 6, line 21.—Leave out the whole of clause 19.

Page 7, line 18.—After "Europe" leave out the remainder of the clause. Line 25.—Leave out "company" and substitute the following: "railway company, or of any transportation, navigation, terminal, telegraph, express, hotel or other company authorized to carry on any business incidental to the working of a railway, and."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return of copy of the contract entered into between the Bank of Montreal and the People's Bank of Halifax, in 1905, in connection with the financial situation and with the obligations of the firm of Carrier-Laine, a copy of which contract was handed over to the Government at the time of the financial transactions concluded between the Bank of Montreal and the Government in 1909.

The House according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

(In the Committee.)

Sections 79 to 108, both inclusive, read and agreed to.

Section 109 read and amended as follows:—

Page 28, line 35.—After "inspected" insert "according."

Sections 110 to 121, both inclusive, read and agreed to.

Section 122 read and amended as follows:—

Page 31, line 36.—Leave out "the law."

Section 123, ordered to stand.

Sections 124 to 241, both inclusive, read and agreed to.

Section 242, ordered to stand.

Sections 243 to 246, both inclusive, read and agreed to.

Schedules A, B, C, D, E, F and G, were severally read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee reported that they had taken the said Bill into consideration, made some progress therein and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Tuesday next.

The Order of the Day being read for the second reading of the Bill (B 1) intituled: "An Act for the relief of Maggie Florence Sadler."

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Derbyshire, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Derbyshire, That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (C 1) intituled: "An Act for the relief of Gertrude Maud Grant."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens, That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (D 1) intituled: "An Act for the relief of George Addison Brown."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens, That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (E 1) intituled: "An Act for the relief of Mary Hamilton Johnston."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens,
That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (F 1) intituled:
"An Act for the relief of Dalton Mabel Stapleton."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens,
That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Owens,
That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (G 1) intituled:
"An Act for the relief of Lorne Forbes Robertson."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. King,
That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. King,
That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (H 1) intituled:
"An Act for the relief of Cecil Ernest Freeman."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen,
That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen,
That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (I 1) intituled: "An Act respecting
the Baptist Convention of Ontario and Quebec," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr.
Owens.

Ordered, That the said Bill be referred to the Standing Committee on Mis-
cellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (J 1) intituled: "An Act to incorporate The Canadian Baptist-Foreign Mission Board," was read a second time.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Tessier, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (56) intituled: "An Act to incorporate The Hudson Bay Mortgage Corporation," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (91) intituled: "An Act to incorporate The Pacific and Peace Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (A 1) intituled: "An Act to incorporate The Restigouche Riparian Association," was read a second time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (77) intituled: "An Act respecting the National Weekly Indemnity Company, and to change its name to the Merchants and Employers Guarantee and Accident Company," was read a second time.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (P), intituled: "An Act to incorporate The Universal Life Assurance Company of Canada."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments to the said Bill, without any amendment.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until 2.30 o'clock, p.m., to-morrow.

Friday, 10th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	McDonald	Ratz,
Beique,	Davis,	(Cape Breton),	Riley,
Beith,	Derbyshire,	McHugh,	Roche,
Belcourt,	De Veber,	McKay (Truro),	Ross (Halifax),
Bolduc,	Domville,	McMillan,	Roy,
Bostock,	Edwards,	McMullen,	Scott
Bowell	Farrell,	McSweeney,	(Sir Richard),
(Sir Mackenzie),	Jones,	Miller,	Tulbot,
Boyer,	King,	Mitchell,	Tessier,
Campbell,	Landry,	Montplaisir,	Thompson,
Cartwright	Lavergne,	Owens,	Watson,
(Sir Richard),	Legris,	Poirier,	Wilson,
Casgrain,	Macdonald	Power,	Yeo,
Comeau,	(Victoria),	Prince,	Young.
Dandurand,	MacKeen,		

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Edwards for the Honourable Mr. Beique:—
Of the Canada Cement Company.

By the Honourable Mr. Watson:—
Of Joseph Lecompte and others, of the City of Winnipeg, (Continental Fire Insurance Company.)

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Boyer, it was

Ordered, That the Bill (4) intituled: "An Act to amend the Railway Act" be placed on the Orders of the Day for a second reading on Tuesday next.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a statement showing:—

1. Who are among the judges of the Superior Court of the province of Quebec, those whose place of residence is fixed by the Commission appointing them, and what is, for each of these judges, the place so fixed?

2. Who are the judges whose place of residence has been fixed or changed by Order in Council, and what is for each of these judges, the place of residence now fixed?

3. Who are the judges whose place of residence has never been fixed, neither in the Commission nor by any subsequent Order in Council, and what is the judiciary district to which they were appointed?

Pursuant to the Order of the Day the Bill (88) intituled: "An Act respecting the Bay of Quinte Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (89) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the Third Reading of Bill (B 1) intituled: "An Act for the relief of Maggie Florence Sadler."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Maggie Florence Sadler, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (C 1) intituled: "An Act for the relief of Gertrude Maud Grant."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Gertrude Maud Grant, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (D 1) intituled: "An Act for the relief of George Addison Brown."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of George Addison Brown, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (E1) intituled: "An Act for the relief of Mary Hamilton Johnston."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Mary Hamilton Johnston, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (F 1) intituled: "An Act for the relief of Dalton Mabel Stapleton."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Ratz,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Dalton Mabel Stapleton, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (G 1) intituled: "An Act for the relief of Lorne Forbes Robertson."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Campbell, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Campbell,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Lorne Forbes Robertson, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (H 1) intituled: "An Act for the relief of Cecil Ernest Freeman."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Young, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Young,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Cecil Ernest Freeman, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (101) intituled: "An Act respecting the Huron and Ontario Railway Company," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours

Pursuant to the Order of the Day the Bill (105) intituled: "An Act to incorporate the Imperial Steamship Company," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours

Pursuant to the Order of the Day the Bill (106) intituled: "An Act to incorporate the Lake Erie and Northern Railway Company," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours

Pursuant to the Order of the Day the Bill (K1) intituled: "An Act to incorporate the Hudson Bay, Peace River and Pacific Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours

Pursuant to the Order of the Day the Bill (L1) intituled: "An Act to change the name of the Manitoulin and North Shore Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours

Pursuant to the Order of the Day the Bill (M1) intituled: "An Act to incorporate Lloyd's Casualty Company of Canada," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day the Bill (N1) intituled: "An Act to incorporate the Pacific and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (O 1) intituled: "An Act to amend and consolidate the Acts relating to the Harbour of Toronto," was read a second time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Second Reading of the Bill (P 1) intituled: "An Act to incorporate the Western Canal Company."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the Second Reading of the Bill (Q 1) intituled: "An Act to amend the Inspection and Sale Act, as regards the weights of a bushel and a bag of certain articles."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (60), intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (81), intituled: "An Act to incorporate the Canadian Northern Branch Lines Company."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Tuesday next.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 24th February, 1911, calling for a copy of the last report made to the Government by the Members of the Quebec Battlefields Commission.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 58b.)

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at Three o'clock in the afternoon.

Tuesday, 14th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Power,
Beique,	Davis,	Macdonald	Prince,
Beith,	Derbyshire,	(Victoria),	Ratz,
Belcourt,	Dessaulles,	MacKeen,	Riley,
Bolduc,	De Veber,	McDonald	Roche,
Bostock,	Domville,	(Cape Breton),	Ross (Halifax),
Bowell	Douglas,	McHugh,	Roy,
(Sir Mackenzie),	Edwards,	McKay (Truro),	Scott
Boyer,	Ellis,	McLaren,	(Sir Richard),
Campbell,	Farrell,	McMillan,	Shehyn,
Cartwright	Gillmor,	McMullen,	Talbot,
(Sir Richard),	Godbout,	McSweeney,	Tessier,
Casgrain,	Jaffray,	Miller,	Thompson,
Chevrier,	Jones,	Mitchell,	Watson,
Cloran,	King,	Montplaisir,	Wilson,
Comeau,	Kirchhoffer,	Owens,	Yeo,
Costigan,	Landry,	Poirier,	Young.
Dandurand,	Legris,		

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Domville:—

Of Robert L. Johnson, of the City of Brooklyn, in the State of New York, and others of Paris, (France), London, (England), and others St. John, (New Brunswick) and Montreal, (Quebec), (Anglo-Canadian and Continental Bank.)

By the Honourable Mr. Beique: —

Of "La Sauvegarde Life Insurance Company."

Pursuant to the Order of the Day the following petitions were severally read,

Of the Manitoulin and North Shore Railway Company; praying that the Act now before Parliament praying that the name of the Company be changed to "The Algoma Eastern Railway" be further amended by extending the time for the completion of its lines between Sudbury and Little Current.

Of the Canada Cement Company, Limited, a company incorporated under Letters Patent; praying for legislation authorizing them to issue certain debenture stock and bonds.

Of Joseph Lecompte and others, of the City of Winnipeg; praying to be incorporated as "The Continental Fire Insurance Company."

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Thirteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

TUESDAY, 14th March, 1911.

The Committee on Divorce beg leave to make their Thirteenth Report, as follows:—

In the matter of the Petition of Robert William Logan, Agent, of the City of Montreal, in the Province of Quebec, praying for the passing of an Act to dissolve his marriage with Sophia Louisa Meyers, formerly of the city of Montreal, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectively submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Young. That the said Report be taken into consideration by the Senate on Wednesday next, the twenty-second instant.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fourteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

TUESDAY, 14th March, 1911.

The Committee on Divorce beg leave to make their Fourteenth Report, as follows:—

In the matter of the Petition of Mary Jane Beatty, of the city of Montreal, in the Province of Quebec, praying for the passing of an Act to dissolve her marriage with Herbert Alfred Beatty, formerly of the said city of Montreal, presently of the city of New York, State of New York, U.S.A., and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectively submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Young. That the said Report be taken into consideration by the Senate on Wednesday next, the twenty-second instant.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Watson, presented to the Senate a Bill (U1) intituled: "An Act to incorporate The North-west Loan Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Bostock, presented to the Senate a Bill (V1) intituled: "An Act respecting The Alsek and Yukon Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable the Speaker presented to the Senate—A statement of the affairs of the British Canadian Loan and Investment Company (Limited) for the year ended 31st December, 1910.

Also, a list of the shareholders on 31st December, 1910, in accordance with Chapter 57 of 39 Victoria.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 164.)

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the Senate dated 10th February, 1911, for a Return showing

in as many distinct columns, for the last five years, with an additional column containing the average thereof:—

I. The quantity and value of each of the following products:—

1. Live stock.
2. Pork and bacon.
3. Potatoes.
4. Eggs.
5. Butter.
6. Cheese.
7. Maple sugar.
8. Fruit.
9. Garden products.
10. Hay.
11. Wheat.
12. Flour.
13. Oats.
14. Other natural products.
15. Agricultural implements.

Of Canadian origin exported to:—

- (a) the United States;
- (b) the English market;
- (c) other countries.

II. The quantity and quality of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—

- (a) the United States;
- (b) the British Isles;
- (c) other countries.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 131a.)

A Message was brought from the House of Commons to return the Bill (E), intituled: "An Act respecting the Ontario Northern and Timagami Railway Company."

Also, the Bill (L) intituled: "An Act respecting the Pacific Northern and Omenica Railway Company"; and

Also, the Bill (M) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company."

A Message was brought from the House of Commons by their Clerk to return the Bill (T) intituled: "An Act for the relief of Matilda Emo."

And to acquaint the Senate that they have passed the said Bills without any amendment.

A Message was brought from the House of Commons in the following words:—

HOUSE OF COMMONS,

MONDAY, 13th March, 1911.

Resolved, That a Message be sent to the Senate to return to that House the evidence, &c., taken before the Standing Committee of the Senate on Divorce, to whom was referred the Petition on which the following Bill was founded:—

Bill No. 130 (Letter T of the Senate) intituled: "An Act for the relief of Matilda Emo."

Ordered, That the Clerk of the House do carry the said Message to the Senate,
Attest.

THOS. B. FLINT,
Clerk of the Commons.

A Message was brought from the House of Commons by their Clerk, with a Bill (111) intituled: "An Act to incorporate the Saskatoon and Hudson Bay Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons to return the Bill (N), intituled: "An Act respecting the Globe Printing Company," and to acquaint the Senate that they have passed the said Bill, with an amendment to which they desire their concurrence.

The said amendment was then read by the Clerk, and it is as follows:—

Page 2, line 1.—After "amount" insert "not exceeding in the whole one million dollars."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said amendment be agreed to.

Ordered, That a Message be sent to the House of Commons to acquaint that House that the Senate doth agree to their amendment to the said Bill without any amendment.

The Order of the Day being read for putting the Senate into a Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and Other Drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until to-morrow and that it then be the first Order after third readings.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (R) intituled: "An Act to amend the Chinese Immigration Act."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Roy, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Thursday next.

With leave of the Senate,

Action on Orders 3 and 9 was postponed during pleasure.

Pursuant to the Order of the Day, the Bill (R1) intituled: "An Act to incorporate the Ontario Railways Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (S 1) intituled: "An Act for the relief of Ethel May Hornell."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,
That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (T 1) intituled:
"An Act for the relief of Paulina Verina Meyer."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (32) intituled: "An Act to incorporate the Sterling Trust Corporation," was read a second time.

On motion of the Honourable Mr. Douglas, seconded by the Honourable Mr. Wilson it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for putting the Senate again into Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow and that it be the second Order after third readings.

Pursuant to the Order of the Day, the Bill (Q 1) intituled: "An Act to amend the Inspection and Sale Act as regards the weights of a bushel and a bag of certain articles," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

It being six o'clock, His Honour the Speaker left the Chair to resume the same at half past seven o'clock.

7.30 p.m.

The Senate resumed.

Pursuant to the Order of the Day the Bill (43) intituled: "An Act respecting a patent of Conduits Company, Limited," was on division read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the Second Reading of the Bill (4) intituled: "An Act to amend the Railway Act."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Casgrain.

That the said Bill be now read a second time.

After debate.

The question of concurrence being put thereon the House divided.

Yeas 11. Nays 12.

So it was, Resolved in the negative.

Then on motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. David.

The Senate adjourned.

Wednesday, 15th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Derbyshire,	Lougheed,	Power,
Beique,	Dessaulles,	Macdonald	Prince,
Beith,	De Veber,	(Victoria),	Ratz,
Belcourt,	Domville,	MacKeen,	Riley,
Bolduc,	Douglas,	McDonald	Roche,
Bostock,	Edwards,	(Cape Breton),	Ross (Halifax),
Bowell	Ellis,	McHugh,	Roy,
(Sir Mackenzie),	Farrell,	McKay (Truro),	Scott
Boyer,	Gillmor,	McLaren,	(Sir Richard),
Campbell,	Godbout,	McMillan,	Shehyn,
Cartwright	Jaffray,	McMullen,	Talbot,
(Sir Richard),	Jones,	McSweeney,	Tessier,
Casgrain,	King,	Miller,	Thompson,
Chevrier,	Kirchhoffer,	Mitchell,	Watson,
Comeau,	Landry,	Montplaisir,	Wilson,
Dandurand,	Lavergne,	Owens,	Yeo,
David,	Legris,	Poirier,	Young.

PRAYERS.

The Honourable Mr. Thompson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (Z) intituled: "An Act to incorporate the Canadian Surety Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 2, line 5.—After "paid" leave out the remainder of the section and insert "thereon."

Page 2, line 11.—After "paid" leave out the remainder of the sub-section and insert "thereon."

Page 2, line 16.—After "paid" leave out the remainder of the sub-section and insert "thereon."

Page 2, line 21.—After "paid" leave out the remainder of the sub-section and insert "thereon."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McLaren, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Thompson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (56) intituled: "An Act to incorporate the Hudson Bay Mortgage Corporation," reported that they had gone through the

said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 4, line 6.—After “Company” insert the following as sub-sections “2” and “3.”

2. The loans or advances by the Company to its shareholders upon the security of their stock shall be deducted from the amount of the paid up capital upon which the Company is authorized to borrow.

3. The liabilities of any company assumed by the Company shall form part of the total liabilities of the Company to the public for the purposes of this section.

Page 4, line 12.—Leave out from “who” to “may” in line 13.

Page 4, line 29.—After “dividends” leave out the whole of paragraph “c.”

Page 7, line 2.—After “purpose” insert the following “at which meeting shareholders representing at least two thirds of the paid-up capital stock of the Company are present in person or represented by proxy.”

Page 7, line 19.—After “manner” leave out all the words to the second “and” in line 22.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McLaren, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Young, from the Standing Committee on Standing Order presented their Thirteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 15th March, 1911.

The Standing Committee on Standing Orders have the honour to make their Thirteenth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

The Peoples Railway Company, praying for legislation declaring them to be a work for the general advantage of Canada, extending certain authorized lines of railway and for certain other purposes.

Of Oliver Otis Howard, of the city of New York and others, of the city of Toronto; praying to be incorporated as “The Dominion Development Railway Company.”

Of Rodolphe Chevrier and others, of the city of Ottawa, and elsewhere; praying to be incorporated as “The Quebec and Great North-western Railway Company.”

Of Emil Andrew Wallberg and others, of Montreal and elsewhere; praying to be incorporated as “The New Ontario and Quebec Railway Company.”

Of Frank O. Fowler, of the city of Winnipeg and others of elsewhere; praying to be incorporated as “The Saskatoon and Hudson Bay Railway Company.”

Of the Town of Fort Frances; praying for legislation respecting certain sections of Chap. 139, 1905, “An Act respecting the Ontario and Minnesota Power Company, Limited, and for other purposes.”

Of Rodolphe Forget and others of the city of Montreal and elsewhere; praying to be incorporated as La Banque du Canada; and

Of the Joliette and Lake Manuan Colonization Railway Company; praying for the passing of an Act extending the time for the construction of its authorized railway; empowering them to build a railway from Joliette to Montreal; increasing its bonding powers and for other purposes.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fourteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 15th March, 1911.

The Standing Committee on Standing Orders have the honour to make their Fourteenth Report.

Your Committee recommend that the time limited for presenting petitions for Private Bills which expires on Friday the seventeenth instant, be extended to Thursday, the twenty seventh day of April next.

Also that the time limited for presenting Private Bills and for receiving reports on Private Bills be extended until the end of the Session.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (102) intituled: "An Act to incorporate the Imperial Traction Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

A Message was brought from the House of Commons by their Clerk, with a Bill (110) intituled: "An Act respecting the Peoples Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Ratz, seconded by the Honourable Mr. Chevrier, it was

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for the Third Reading of Bill (S 1) intituled: "An Act for the relief of Ethel May Hornell."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Ethel May Hornell praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (T 1) intituled: "An Act for the relief of Paulina Verena Meyer."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Paulina Verena Meyer, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

(In the Committee.)

Section 2 read and agreed to.

Section 3 read and it was proposed to be amended as follows:—

Page 1, line 27.—After "purposes" insert "shall be guilty of a criminal offence and"

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein, and had asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

(In the Committee.)

Section 123 debated.

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee, reported that they had again taken the said Bill into consideration, made some progress therein, and had asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Wednesday next.

With leave of the Senate,

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That a Special Committee composed of the Honourable Messieurs Power, Lougheed, Kinchhoffer, Young, Jones, Beique, Bostock, Davis, Douglas, Talbot and Campbell be appointed to whom shall be referred sections 122, 123 and 242 of Bill (Q) intituled: "An Act respecting Grain," for investigation and report; and with power to send for persons and papers and to employ shorthand writers to take evidence therein and cause the same to be printed.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday the twenty-third instant.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Belcourt for the Second Reading Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (P 1) intituled: "An Act to incorporate the Western Canal Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Beique it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 16th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Legris,	Prince,
Beique,	Derbyshire,	Lougheed,	Ratz,
Beith,	Dessaulles,	Macdonald	Riley,
Belcourt,	De Veber,	(Victoria),	Roche,
Bolduc,	Domville,	MacKeen,	Ross (Halifax),
Bostock,	Douglas,	McHugh,	Roy,
Bowell	Edwards,	McKay (Truro),	Scott.
(Sir Mackenzie),	Ellis,	McLaren,	(Sir Richard),
Boyer,	Farrell,	McMillan,	Shehyn,
Campbell,	Gillmor,	McMullen,	Talbot,
Cartwright	Godbout,	McSweeney,	Tessier,
(Sir Richard),	Jaffray,	Miller,	Thompson,
Casgrain,	Jones,	Mitchell,	Watson,
Chevrier,	King,	Montplaisir,	Wilson,
Cloran,	Kirchhoffer,	Owens,	Yeo,
Comeau,	Landry,	Poirier,	Young.
Dandurand,	Lavergne,	Power,	

PRAYERS.

Pursuant to the Order of the Day the following Petitions were severally read:—

Of Robert L. Johnston, of the City of Brooklyn, in the State of New York, and others, of Paris (France), London (England), and others, St. John (New Brunswick) and Montreal (Quebec); praying to be incorporated as the Anglo-Canadian and Continental Bank.

Of "La Sauvegarde Life Insurance Company," a company incorporated by chapter 95 of the Statutes of Quebec; praying to be incorporated by the Parliament of Canada.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fifteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE.

COMMITTEE ROOM. No. 43.

THURSDAY, 16th March, 1911.

The Committee on Divorce beg leave to make their Fifteenth Report, as follows:—

In the matter of the Petition of Walter Harvey Kirkland, of the Town of St. Johns, in the Province of Quebec, commercial traveller, praying for the passing of an 6026.—15.

Act to dissolve his marriage with Eva Ida Browning, of the City of Montreal, in the Province of Quebec, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the Petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the Petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the Petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee also submit herewith certain documents marked Exhibit No. 2 and Exhibit No. 3, which were tendered in evidence before your Committee but were not received as such. Your Committee, however, submit them for information and for what they may be worth.

6. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (I 1) intituled: "An Act respecting the Baptist Convention of Ontario and Quebec," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 2.—Add the following as Clause 5:—

"5. The French version of the said Chapter is hereby amended by substituting for the word 'Anabaptiste' wherever it occurs therein the word 'baptiste.'"

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (J 1) intituled: "An Act to incorporate the Canadian Baptist Foreign Mission Board," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 3.—Leave out Clause 7 and substitute the following in lieu thereof:—

"7. The Board may receive, take and hold real estate by purchase, gift or devise and determine by by-law the manner in which such property shall be held and conveyed, subject always to the laws of the province in which such real estate is situated; and in regard to any real property which, by reason of its situation or otherwise, is subject to the legislative authority of the Parliament of Canada, a license in mortmain shall not be necessary for the exercise of the powers granted by this Act.

"2. The annual value of the real estate held by or in trust for the Board in any province of Canada, shall not exceed fifty thousand dollars, except in the province of Ontario, where it shall not exceed one hundred and fifty thousand dollars.

"3. The Board shall, within ten years after its acquisition of any real estate, sell or otherwise dispose of and alienate so much of such real estate as is not required for the use and occupation of the Board, but nothing herein contained shall be deemed in any wise to vary or otherwise affect any trust relating to such property."

Page 4.—Clause 14 struck out.

In the Schedule.

Page 5, line 37.—Leave out the word "as."

With leave of the Senate.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (X) intituled: "An Act respecting the Manitoba Radial Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Y) intituled: "An Act respecting the Hamilton, Waterloo and Guelph Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (99) intituled: "An Act to incor-

porate the Niagara, Welland and Lake Erie Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (90) intituled: "An Act respecting the Indian River Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Lavergne, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (83) intituled: "An Act to incorporate the Simcoe, Grey and Bruce Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 3, line 1.—For Clause 13 substitute the following:—

"13. In addition to the securities authorized by section 9 of this Act, the directors, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any of such properties, assets, or works, other than the railway, as the company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made."

With leave of the Senate,

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Domville called the attention of the Government to the following extract:—

FOR SMALL INVESTORS—BRITAIN WILL ATTEMPT TO POPULARIZE CONSOLS.

(Canadian Press Cable.)

London, January 24.—It is stated that the Government is considering measures to popularize consols and make them easily available to small investors by issuing to bearer bonds in denominations of five and ten pounds. These may be purchased at post offices, where the coupons may also be cashed, free of income tax.

This reform has long been advocated as a means of arresting the continued decline in the price of consols, which heretofore, owing to difficulties of negotiation, have been held mainly by wealthy individuals and financial institutions.

And moved, That in the opinion of this House, this system should be adopted in Canada as a safe means to the public generally of investing small sums of money.

Debated.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return of all correspondence exchanged between the Department of Public Works and the Quebec City Council, its members, its officers or any other person with reference to the construction of a bridge on the St. Charles river within the limits of the city of Quebec.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying His Excellency to cause to be laid on the Table of this House, copy of all correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer*, near the Strait of Belle Isle, and of the investigation held, with reference thereto at Quebec during the month of September or October last.

The question of concurrence being put thereon the same was resolved in the affirmative and it was,

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the Senate as are Members of the Privy Council.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 23rd February, 1911, for a copy of all the documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Isle, with a history of the case, day by day, up to this date.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 167.*)

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 17th January, 1911, for a statement of the number of divorces granted by the Parliament of Canada since 1894 to 1910 inclusive, together with the number of divorces granted by each of the courts of Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia; also the population of each of those provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 168.*)

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Order of the House dated 17th February, 1911, for a return showing the correspondence exchanged, the report made by the Captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 169.*)

Pursuant to the Order of the Day the Bill (R) intituled: "An Act to amend the Chinese Immigration Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (60) intituled: "An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company," was as amended read a third time.

The question was put whether this Bill, as amended shall, pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (81) intituled: "An Act to incorporate the Canadian Northern Branch Lines Company," was as amended read a third time.

The question was put whether this Bill as amended shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (U 1) intituled: "An Act to incorporate The North-west Loan Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day the Bill (V 1) intituled: "An Act respecting the Alsek and Yukon Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The House according to Order resumed the further adjourned Debate on the motion of the Honourable Mr. Belcourt for the Second Reading Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

After further debate.

The said Bill was read a second time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be referred to the Standing Committee on Public Health and Inspection of Foods.

The Order of the Day being read for putting the Senate into a Committee of the Whole on the Bill (Q 1) intituled: "An Act to amend the Inspection and Sale Act, as regards the weights of a bushel and a bag of certain articles."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day the Bill (111) intituled: "An Act to incorporate The Saskatoon and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (Z) intituled: "An Act to incorporate the Canadian Surety Company."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (56) intituled: "An Act to incorporate the Hudson Bay Mortgage Corporation."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Beique, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Fourteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for putting the House again in Committee of the Whole on Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

With leave of the Senate.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Boyer, it was

Ordered, That Bill (102) intituled: "An Act to incorporate The Imperial Traction Company," be placed upon the Orders of the Day for a second reading on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2,30 o'clock, p.m., to-morrow.

Friday, 17th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beique,	Davis,	Lavergne,	Poirier,
Beith,	Derbyshire,	Legris,	Power,
Belcourt,	Dessaullles,	Lougheed,	Prince,
Bolduc,	De Veber,	Macdonald	Ratz,
Bostock,	Domville,	(Victoria),	Roche,
Bowell	Douglas,	MacKeen,	Ross (Halifax),
(Sir Mackenzie),	Edwards,	McHugh,	Roy,
Boyer,	Ellis,	McKay (Truro),	Scott
Campbell,	Farrell,	McLaren,	(Sir Richard),
Cartwright	Gillmor,	McMillan,	Shehyn,
(Sir Richard),	Godbout,	McMullen,	Talbot,
Casgrain,	Jaffray,	McSweeney,	Thompson,
Chevrier,	Jones,	Miller,	Watson,
Cloran,	King,	Mitchell,	Wilson,
Comeau,	Kirchhoffer,	Montplaisir,	Yeo,
Dandurand,	Landry,	Owens,	Young.
David,			

PRAYERS.

The Honourable the Speaker presented to the Senate the first report of the Joint Committee of the Senate and House of Commons on the Library of Parliament.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

LIBRARY OF PARLIAMENT.

OTTAWA, February 21, 1911.

JOINT LIBRARY COMMITTEE, FIRST REPORT, 1911.

To the Senate:—

The Joint Committee on the Library of Parliament have the honour to present their first report for the Session of 1911.

The Committee met a first time on Tuesday, February 21st in the Chambers of the Speaker of the Senate.

PRESENT—The Honourable the Speaker of the Senate in the Chair, the Hon. the Speaker of the House of Commons, Hon. Messrs. Derbyshire, Poirier, Costigan, McHugh, Jaffray, Douglas of the Senate; and Messrs. Daniel, Lewis and Beland of the House of Commons.

The report of the Librarians was read and adopted.

The Chief Architect of the Public Works Department being in attendance, explained certain plans for the enlargement of the Senate and the Library which were laid before the Committee.

After discussion, it was moved by Hon. Mr. Derbyshire and seconded by Mr. E. N. Lewis, that the plans as laid before the Committee and explained by the Chief Architect, be in principle adopted, subject to such alterations in interior details, as may be required by the Committee on further consideration.

The Committee then adjourned.

J. K. KERR,

Chairman.

SPEAKER'S CHAMBERS,

The SENATE, TUESDAY, February 21st, 1911.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration by the Senate on Wednesday next.

The Honourable Mr. Jaffray, presented to the Senate a Bill (W 1) intituled: "An Act to incorporate the New Ontario and Quebec Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours to whom was referred the Bill (100) intituled: "An Act respecting the Orford Mountain Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours to whom was referred the Bill (84) intituled: "An Act respecting the Southern Central Pacific Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours to whom was referred the Bill (68) intituled: "An Act respecting the Campbellford, Lake Ontario and Western Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. De Veber, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 5.—After "follows" leave out the whole of Clause 1, and substitute the following:—

"1. Jean Wolkenstein, capitalist, and Edmund C. Harris, railroad operator, both of the City of New York, in the State of New York, in the United States, and Thomas A. Burgess, barrister-at-law, Guy Northcote Toller, broker, and James L. Mitchell, clerk, all three of the City of Ottawa, in the Dominion of Canada, together with such persons as become shareholders in the company, are incorporated under the name of 'The British Columbia and Dawson Railway Company,' hereinafter called 'the company.'"

Page 2, line 21.—Leave out "municipality" and insert "municipalities."

Page 2, line 25.—Leave out "purpose" and insert "purposes."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (20) intituled: "An Act respecting the Mather Bridge and Power Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 23.—For "Daziel" substitute "Dalziel."

Page 1, line 29.—Strike out "an" and insert "a."

Page 1, line 29.—Strike out "experimental."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (92) intituled: "An Act respecting the Alberta Central Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 7.—For "municipality" substitute "municipalities."

Page 2, line 36.—Strike out Clause 8 and insert in lieu thereof the following:—

"8. In addition to the securities authorized by section 3 of this Act, the director, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any of such properties, assets, or works, other than the railway, as the company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made.

Page 3, line 12.—Strike out Clause 9.

Page 3, line 20.—After “may” insert “subject to The Navigable Waters Protection Act, c. 115, R.S.C.”

With leave of the Senate,

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (74) intituled: “An Act respecting the International Railway Company and International Traction Railways,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 6.—After “copy” insert “of the charter of International Traction Railways, granted under the laws of the State of New York, of all amendments made thereto up to the date of the coming into force of this Act, and.”

Page 2, line 11.—After “Gazette” insert “; and all amendments of the said charter made subsequent to the coming into force of this Act shall be so filed forthwith and notice of such filing be given in the same manner.”

Page 2, line 12.—Insert the following as Clause 4:—

“4. International Traction Railways shall for the purposes of this Act be subject to such provisions of *The Railway Act* as are applicable to the said purposes, except the powers of expropriation.”

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Lougheed, from the Standing Committee on Divorce, presented their Sixteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE.

COMMITTEE ROOM, No. 43,

FRIDAY, 17th March, 1911.

The Committee on Divorce beg leave to make their Sixteenth Report, as follows:—

In the matter of the Petition of Frances Whittington Truesdell, of the City of Toronto, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with Henry Truesdell, presently of the Village of Grimsby, Province of Ontario, fruit grower, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the Petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the Petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the Petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,
Chairman.

The Honourable Mr. Lougheed moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (X) intituled: "An Act respecting the Manitoba Radial Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (Y) intituled: "An Act respecting the Hamilton, Waterloo and Guelph Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (59) intituled: "An Act respecting the Athabasca Northern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (99) intituled: "An Act to incorporate the Niagara, Welland and Lake Erie Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (90) intituled: "An Act respecting the Indian River Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (Z) intituled: "An Act to incorporate the Canadian Surety Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (110) intituled: "An Act respecting the People's Railway Company," was read a second time.

On motion of the Honourable Mr. Ratz, seconded by the Honourable Mr. Comeau, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (83) intituled: "An Act to incorporate the Simcoe, Grey and Bruce Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

The House, according to Order, proceeded to the consideration of the amendment made by the Standing Committee on Miscellaneous Private Bills to Bill (I 1) intituled: "An Act respecting the Baptist Convention of Ontario and Quebec."

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (Q 1) intituled: "An Act to amend the Inspection and Sale Act, as regards the weights of a bushel and a bag of certain articles."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (113) intituled: "An Act to incorporate the British Columbia and Central Canada Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Beith, it was

Ordered, That the said Bill be read a second time on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until 3 o'clock on Tuesday next.

Tuesday, 21st March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Legris,	Riley,
Beique,	Davis,	Loughcead,	Roche,
Beith,	Derbyshire,	Macdonald	Ross (Halifax),
Belcourt,	Dessaulles,	(Victoria),	Ross
Bostock,	De Veber,	MacKeen,	(Sir George W.),
Boucherville, de	Domville,	McDonald	Ross (Moosejaw),
(C.M.G.),	Douglas,	(Cape Breton),	Roy,
Bowell	Edwards,	McKay (Truro),	Scott
(Sir Mackenzie),	Ellis,	McLaren,	(Sir Richard),
Boyer,	Farrell,	McMillan,	Shehyn,
Campbell,	Gillmor,	McMullen,	Talbot,
Cartwright	Godbout,	McSweeney,	Tessier,
(Sir Richard),	Jaffray,	Mitchell,	Thompson,
Casgrain,	Jones,	Owens,	Watson,
Chevrier,	King,	Poirier,	Wilson,
Cloran,	Kirchhoffer,	Power,	Yeo,
Coffey,	Landry,	Prince,	Young.
Comeau,	Lavergne.	Rutz,	
Dandurand,			

PRAYERS.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Seventeenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE.

COMMITTEE ROOM, No. 43,

TUESDAY, 21st March, 1911.

The Committee on Divorce beg leave to make their Seventeenth Report, as follows:—

In the matter of the Petition of Pauline Winslow Sanderson, presently of the City of Ottawa, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with Percival Herbert Sanderson, of the town of Cobalt, Province of Ontario, salesman, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the

notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

6. The Committee recommend that the fee of \$210 required by Rule 140 of the Senate to be paid to the Senate be remitted.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be taken into consideration by the Senate on Wednesday the 29th instant.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Eighteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

TUESDAY, 21st March, 1911.

The Committee on Divorce beg leave to make their Eighteenth Report as follows:—

In the matter of the petition of Joseph Doust, of the city of Toronto, Province of Ontario, law stationer, praying for the passing of an Act to dissolve his marriage with Addie Alvetta Doust, of the said City of Toronto.

1. Your Committee find that the requirements of the Rules of the Senate have been complied with in all material respects, except that notice of the application for divorce has been published only in one local newspaper in addition to *The Canada Gazette*, instead of in two local newspapers as required by Rule 136.

2. As personal service of the petition and notice has been duly effected upon the respondent, and the notice as published complies with the requirements of the Rules, your Committee recommend that such publication be held sufficient.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be taken into consideration by the Senate to-morrow. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Address of the Senate dated 10th March, 1911, calling for a statement showing:—

1. Who are among the judges of the Superior Court of the Province of Quebec, those whose place of residence is fixed by the Commission appointing them, and what is, for each of these judges, the place so fixed.

2. Who are the judges whose place of residence has been fixed or changed by Order in Council, and what is for each of these judges, the place of residence now fixed.

3. Who are the judges whose place of residence has never been fixed, neither in the Commission nor by any subsequent Order in Council, and what is the judiciary district to which they were appointed.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 170.)

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 12th January, 1911, for copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the Province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 58d.)

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue calling for a statement showing:—

1. What properties does the Government at present own within the limits of the City of Quebec.

2. What is the area of each of them.

3. What are, among those properties, those rented by the government to individuals or to corporations.

4. At what rental, and for how many years, each of them.

5. Has the rent been regularly paid.

6. What are the properties on which arrears in rent are due.

7. For what amounts.

On the Honourable Mr. Landry attempting to comment on an answer to a question he had put to the Leader of the Senate,

A point of Order was raised by the Honourable Mr. Power—That such proceeding was contrary to the rules of the Senate.

His Honour the Speaker ruled that the point of Order was well taken.

On motion of the Honourable Mr. Domville, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the following paragraph which appears on page 378 of the Senate Debates be expunged:—

“Hon. Mr. CLORAN—If I had the experience of my hon. friend in such matters I could answer him along that line. I am simply answering for Canadian law, and that only recognizes one wife in the household, no matter how many you may have on the outside.”

A Message was brought from the House of Commons to return the Bill (C) intituled: “An Act to incorporate the Alberta-Saskatchewan Life Insurance Company,” and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons to return the Bill (J) intituled: “An Act to incorporate the Canadian Inter-Mountain Railway Company,” with the following amendments:—

Page 1, line 14.—Strike out “five” and insert “ten”.

Page 2, line 24.—After “Moosejaw” insert the following clause:—

“7a. The Company shall not construct or operate its railway along any highway, street or other public place without first obtaining the consent, expressed by by-law, of the municipalities having jurisdiction over the said highway, street or other public place, and upon terms to be agreed upon with such municipality.”

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said amendments be taken into consideration to-morrow.

Pursuant to the Order of the Day, the Bill (100) intituled: “An Act respecting the Orford Mountain Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (84) intituled: “An Act respecting the Southern Central Pacific Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (68) intituled: “An Act respecting the Cambellford, Lake Ontario and Western Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (83) intituled: “An Act to incorporate the Simcoe, Grey and Bruce Railway Company,” was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The Order of the Day being read for the Third Reading of Bill (I 1) intituled: "An Act respecting the Baptist Convention of Ontario and Quebec."

The Honourable Sir Mackenzie Bowell moved, seconded by the Honourable Mr. Loughheed,

That the said Bill be now read a third time.

The Honourable Mr. Derbyshire, in amendment, moved, seconded by the Honourable Mr. Wilson,

That the word "not" be inserted before the word "now" and the following words be added at the end of the question "but that it be amended as follows:—

Page 2, line 5.—Leave out the word "Province" and insert "Provinces."

Page 2, line 7.—After "as" insert "is."

The question of concurrence being put thereon, the same was resolved in the affirmative.)

The question being again put for the Third Reading of the Bill,

The same was resolved in the affirmative.

And the said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (Q 1) intituled: "An Act to amend the Inspection and Sale Act, as regards the weights of a bushel and a bag of certain articles." was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the Second Reading of the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be postponed until Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills on the Bill (J 1) intituled: "An Act to incorporate the Canadian Baptist Foreign Mission Board."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be postponed until Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (56) intituled: "An Act to incorporate the Hudson Bay Mortgage Corporation."

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. McMillan, That the said amendments be now agreed to.

The question of concurrence being put thereon.

The Honourable Mr. Power in amendment moved, seconded by the Honourable Mr. Young,

That the word 'not' be inserted before the word "now" and the following words be added at the end of the question "but that the said amendments, together with the Bill, be referred back to the Standing Committee on Banking and Commerce for reconsideration."

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for putting the House again into Committee of the Whole on the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day the Bill (102) intituled: "An Act to incorporate the Imperial Traction Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Boyer.

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company."

The Honourable Mr. Beique moved, seconded by the Honourable Mr. Boyer.

That the Clerk be authorized to correct the clerical errors appearing in the amendments and that the latter so corrected be adopted.

The question of concurrence being put thereon the same was resolved in the affirmative; and

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (20) intituled: "An Act respecting Mather Bridge and Power Company."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

Pursuant to the Order of the Day the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (92) intituled "An Act respecting the Alberta Central Railway Company."

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Comeau, it was

Ordered, That the said amendments be agreed to.

Then on motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (74) intitled: "An Act respecting the International Railway Company and International Traction Railways."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Campbell, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Power,

The Senate adjourned.

Wednesday, 22nd March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Davis,	Legris,	Prince,
Beique,	Derbyshire,	Lougheed,	Ratz,
Beith,	Dessaulles,	Macdonald	Riley,
Belcourt,	De Veber,	(Victoria),	Roche,
Bostock,	Domville,	MacKay (Alma),	Ross (Halifax),
Bowell,	Douglas,	MacKeen,	Ross (Moosejaw),
(Sir Mackenzie),	Edwards,	MacKay (Truro),	Roy,
Boyer,	Ellis,	McLaren,	Scott
Campbell,	Farrell,	McMillan,	(Sir Richard),
Cartwright	Gillmor,	McMullen,	Talbot,
(Sir Richard);	Godbout,	McSweeney,	Tessier,
Casgrain,	Jaffray,	Mitchell,	Thompson,
Chevrier,	Jones,	Montplaisir,	Watson,
Coffey,	King,	Owens,	Wilson,
Comeau,	Kirchhoffer,	Poirier,	Yeo,
Dandurand,	Landry,	Power,	Young.
David,	Lavergne,		

PRAYERS.

The Honourable Mr. Coffey, presented to the Senate the Second Report of the Joint Committee of the Senate and House of Commons on the Printing of Parliament.

COMMITTEE ROOM, March 15, 1911.

The Joint Committee of both Houses on the Printing of Parliament, beg leave to present the following as their

SECOND REPORT.

The Committee examined the following documents and recommend that they be printed, viz.:—

119. Return to an Order of the House of the 25th January, 1911, for a Statement showing:—

1. How much wheat was exported from Canada for the crop years ending August 31st, 1908, 1909 and 1910.

2. How much wheat was exported from Canada through United States ports during 1908, 1909 and 1910, naming said ports, and amount exported from each port.

3. How many terminal grain elevators are there at Port Arthur and Fort William and what is the name of each.

4. How much grain was shipped through each elevator at Port Arthur and Fort William during each year 1908, 1909 and 1910, and what are the names of the elevators respectively.

5. How much wheat was exported from Canada during each crop year 1908, 1909 and 1910, not passing through the terminal elevators at Port Arthur and Fort William.

6. How many men are employed by the Government in connection with the terminal elevators at Port Arthur and Fort William, and what is the total salary paid the men per year.—(*Sessional Papers.*)

131. A Return to an Order of the Senate dated 9th February, 1911, showing the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live stock.
2. Sheep.
3. Poultry.
4. Ham.
5. Pork.
6. Bacon.
7. Flour.
8. Wheat.
9. Barley.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value.—(*Sessional Papers.*)

139. Fourth Joint Report of the Commissioners for the demarcation of the Meridian of the 141st degree of West Longitude (Alaskan Boundary) appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906.—(*Sessional Papers.*)

153. Return to an Order of the House of the 23rd January, 1911, for a copy of the By-laws, Rules and Regulations of the Canadian Bankers' Association as approved by the Treasury Board and now in effect.—(*Sessional Papers.*)

157. Orders in Council, correspondence, &c., touching any proposal or Bill to erect dams, or other similar works across the River St. Lawrence, or part of the said River, at or near the Long Sault, or in the vicinity thereof.—(*Sessional Papers.*)

The Committee would also recommend that the following documents be not printed, viz.:—

56h. Return to an Address to His Excellency the Governor General of the 11th January, 1911, showing all the rules and regulations passed by the Governor in Council under the provisions of the Navy Act, adopted at the last Session of Parliament.

56i. Return to an Order of the Senate dated the 24th November, 1910, for a Statement showing in as many distinct columns:—

1. The name of the electoral district;
2. The name of the parish, township, town or city;
3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last Session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite;
4. The date of the presentation of each of these petitions;
5. The names, in each case, of the Member or Senator who presented these petitions.

56j. A Return to an Order of the Senate dated 1st February, 1911, calling for in as many columns:—

1. The names of all the ships of which the Canadian fleet service is actually composed.

2. The tonnage of each of these ships.
3. How old is each ship at present.
4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship.
5. The horse-power of each of them.
6. The motive power, side wheels, propeller or sails.
7. The number of persons of which the crew of each of these ships is composed.
8. The cost of annual maintenance of each ship with its crew.
9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisheries, or for what other purpose.
10. The waters on which each of these ships sails—the waters of the Atlantic or Pacific oceans, the Great Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed on the shores of British Columbia, and of the ships sailing on the waters of the Eastern portion of the American continent owned by us.

56k. Orders in Council published in *Canada Gazette* 11th February, 1911.

No. 83/146. Regulations for entry of Naval Instructors.

No. 91/146. Revised rates of pay for Electricians.

No. 86/146. Revised travelling allowances.

59b. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59c. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government or any member thereof, concerning Reciprocity with the United States, since the 1st of January, 1910.

59d. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st of January, 1910.

71c. Return to an Address to His Excellency the Governor General of the 11th January, 1911, for a copy of all Correspondence, offers, agreements, Orders in Council, reports, records, regulations, or other papers or documents, relating to the grant or surrender to one Merrill, or some other person or corporation, of the concession or right to bore for and acquire Natural Gas, upon or under the Six Nation Reserve, at or near Brantford, Ontario; together with a statement of all moneys paid for said concession or right, and also of all moneys subsequently received by the Six Nation Indians, or by the Government on their behalf for such concession or rights.

72b. Return to an Order of the House of the 25th January, 1911, for a copy of all Correspondence, documents and papers relating to the late strike on the Grand Trunk Railway between the said Railway and the striking conductors and trainmen, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister, or any one on his behalf, and either of said parties or any one professing to act on behalf of either,

since the 29th day of November, A.D. 1910, and particularly all documents, papers, correspondence and agreements relating to the reinstatement of any of the men who had been on strike, and the appointment of Judge Barron.

76b. Return to an Order of the House of the 11th January, 1911, showing the number of immigrants who have come to Canada since the 31st March last up to the present time, the countries from which they came, the number from each such country, the number of males and the number of females in each case, the number under fourteen years of age, between fourteen and twenty-one years, between twenty-one and forty, and between forty and sixty in each case, their occupations before coming to Canada, their religion, their destination in Canada, their occupation when they arrived at such destination; also, the number who have been prevented from landing, and the number deported.

76c. Return to an Order of the Senate dated 24th January, 1911, calling for the production on detail of the accounts and claims filed at the Department of the Interior or the Immigration Office, Quebec, by Mr. Jacques Dèry; restaurant keeper, during the navigation season of 1910.

76d. Return to an Order of the Senate dated 25th January, 1911, for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec and addressed to the Agent of the Department at that place, against Mr. Jacques Dèry, the restaurant keeper; and also, of the reply of the latter.

76e. Return to an Order of the Senate dated 20th January, 1911, calling for the Report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dèry, the keeper of the restaurant established in the immigration buildings at Quebec, and also, of the correspondence exchanged and the enquiry held by the Immigration Agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality.

76f. Return to an Order of the Senate dated 25th January, 1911, for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration.

77b. Return to an Order of the House of the 11th January, 1911, showing as to each contract district of the National Transcontinental Railway between Moncton and Winnipeg, respectively, what was the original departmental estimate of quantities of solid rock, broken stone, earth, sand, &c., and the quantities of each kind of excavation, as above, already paid for.

77c. Return to an Order of the House of the 11th January, 1911, showing in all cases where finished structures on the National Transcontinental Railway, have differed materially, to an extent involving a difference in cost of more than \$10,000, from the original standard plans; the original estimated cost of the structure; the cost according to altered plans; the nature of the change; the name of the Resident Engineer, and of the contractor or subcontractor; the reason, if any, given for the alteration of plans; and a copy of the correspondence exchanged thereon between the headquarters staff and the engineer on the ground.

77d. Return to an Order of the House of the 11th January, 1911, showing the clause in the standard contract on the National Transcontinental Railway having reference to train hauled filling, with a statement showing what amounts have been paid to date, and to whom, for services of this nature.

77e. Return to an Order of the House of the 11th January, 1911, showing what amounts to date have been paid on force account to each and to all contractors connected with the National Transcontinental Railway, setting forth the district affected thereby.

77f. Return to an Order of the House of the 11th January, 1911, showing all cases where in construction work on the National Transcontinental Railway a richer mix-

ture of concrete was used than that indicated in the standard specification, to an extent affecting the cost of the work to the amount of \$5,000 or more; also, the original estimated cost and the actual cost in each of such cases.

77g. Return to an Order of the House of the 11th January, 1911, showing a list of the members of the engineering staff who have been dismissed, or have resigned or left the service of the National Transcontinental Railway Commission since 1904, with position formerly held, the date of leaving, and the assigned cause in each instance.

77h. Return to an Order of the House of the 26th January, 1911, showing:—1. In those cases in which an agreement was come to last autumn between Mr. Killiher and Mr. Gordon as to Overbreak on the Eastern Division of the Transcontinental Railway, what quantities of material, and of what class, and what sums of money were taken from or added to the Progress Estimates.

2. In the cases where measurements had to be made, have they been made, and with what result.

77i. Return to an Order of the House of the 11th January, 1911, showing, in respect of all cases on the National Transcontinental Railway, where the original specifications have not been adhered to; the estimated cost as per original plan; the actual or estimated cost as per amended plan; the name of the contractor and of the Resident Engineer, and the reason given by the latter for such change.

77j. Return to an Order of the House of the 16th January, 1911, showing what will have been the total expenditure upon, in connection with or in consequence of, the National Transcontinental Railway up to the 31st of December, 1910, and what amount it is estimated will be required to complete and fully equip the said road between Winnipeg and Moncton.

77k. Interim Report of the Commissioners of the Commissioners of the Transcontinental Railway for the nine months ended 31st December, 1910.

83c. A Return to an Order of the Senate dated 4th May, 1910, calling for the following information.

1. Were tenders asked for, in 1908 and 1909, for the purchase of railway sleepers for the use of the Intercolonial Railway, and were contracts awarded to the lowest tenderer?

2. Who had these contracts, and what is the name of each tenderer, and also the amount of each tender?

3. Did the Department of Railways and Canals, in 1908 and 1909, award any contracts whatsoever for the purchase of the said sleepers and what price was paid to each contractor, and who had these contracts?

4. In 1908 and 1909, did the Department of Railways and Canals ask for tenders for the purchase of sleepers made of spruce, white, gray and yellow, as well as of birch, ash, poplar, &c.?

5. What quantity of these sleepers, for each kind of wood, was accepted and paid for in 1908 and 1909, and does the Department propose to continue the system of purchasing these kinds of wood?

6. Who bought these sleepers of spruce, birch, ash, poplar, &c., and who gave the orders to receive these kinds of sleepers, and who received them and stamped them for the Intercolonial Railway?

7. In 1909 did the Department ask for tenders for sleepers of cedar, cyprus and hemlock? If so, who had these contracts and were these contracts granted to the lowest bidders, and what quantities were actually furnished by each contractor?

8. What quantity of sleepers has been furnished up to this date—

(a) by the contractors for New Brunswick; and

(b) by the contractors for Nova Scotia and for the Province of Quebec, respectively?

9. Did the Government by Order in Council authorize Messrs. Pottinger, Burpee or Taylor of Moncton, to purchase sleepers of spruce of all kinds and dimensions, and to cause these kinds of sleepers to be distributed in the district of Quebec, and notably in the district of River du Loup and Isle Verte?

10. What price did the Department pay for the sleepers of spruce, hemlock, cedar, birch and poplar, &c.? Who is the contractor therefor? Who received and inspected the said sleepers?

11. Does the Department know that these sleepers are absolutely unfit to be used in a railway, and that these sleepers are at the present time distributed along the Intercolonial Railway to be used upon the main track?

12. How much a carload does the freight of sleepers sent from New Brunswick cost in the district of Quebec?

87a. A Supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and the Department of Public Works, and of all the correspondence exchanged between the Government, the Department of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Laine, of Lévis, and all other persons, on the subject of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal, in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also, a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the person to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

87b. A further Supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(a) The acquisition by the Government of the property of the firm of Carrier & Laine, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

87c. Supplementary Return to an Address of the Senate dated 22nd April, 1910, for:—

1. Copies of all Orders in Council or of every Order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the Government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(a) The acquisition by the Government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(b) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(c) its definite purchase from the Bank of Montreal by the Government;

(d) the appointment of an agent to represent the Government at the sale by the sheriff;

(e) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the Government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the Government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the Government and the Bank of Montreal in 1909, between the Government and Mr. Ernest Cann, who had become the lessee of the Government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the Government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object.

88a. A Return to an Address of the Senate dated 8th February, 1911, for a copy of the Order in Council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspon-

dence on the subject between the Government, His Honour the Lieutenant Governor of the Province of Quebec, and the present administrator of the said Province.

93a. Return to an Address to His Excellency the Governor General of the 12th December, 1910, for a copy of all Correspondence, specifications, tenders, Orders in Council, and other papers relating to a contract or contracts entered into by the Department of Public Works for dredging in Miramichi Bay, New Brunswick, since the close of the last fiscal year.

94a. Return to an Order of the House of the 26th January, 1911, giving the Names of the lighthouse keepers on the St. Lawrence, between Quebec and Montreal, since the 12th April, 1887, and what yearly salary has been paid them respectively since that date.

95a. Return to an Order of the House of the 22nd November, 1909, for a copy of all Correspondence, petitions, reports written representations in the hands of the Government, or any Department of the same, concerning the commercial or trade mission to Japan of W. T. R. Preston, as Canadian Trade Commissioner for Canada, and of the report of said Commissioner, as well as all other reports and despatches received by the Government in connection with the execution of said mission.

95b. Supplementary Return to an Order of the House of the 22nd November, 1909, for a copy of all Correspondence, petitions, reports, written representations in the hands of the Government, or any Department of the same, concerning the commercial or trade mission to Japan of W. T. R. Preston, as Canadian Trade Commissioner for Canada, and of the report of said Commissioner, as well as all other reports and despatches received by the Government in connection with the execution of said mission.

95c. Return to an Order of the House of the 6th February, 1911, for a copy of all Correspondence between any Department of the Government and Mr. W. T. R. Preston, Trade Commissioner in Holland, regarding the Netherlands Land Company, since the date of the last resolution adopted by this House, calling for the same at the present Session; also a copy of the official document issued by the Government respecting the high regard in which Western Farm Lands are held by some of the principal Loan and Investment Companies.

96a. Return to an Order of the House of the 7th December, 1910, for a copy of all Applications, correspondence, and other documents in reference to sections 11, 12, 14, 22, 24, 28, 30, 32, 34, and 36 in Township 10, Range 22, West of the 4th Meridian.

96b. Return to an Order of the House of the 8th February, 1911, for a copy of all Letters, telegrams and correspondence between the Department of the Interior or any of its officials and Mr. J. Krenzer, or their solicitor, or one Mr. Wolf, and of all reports of the officials of the said Department respecting the south half section 28, Township 27, Range 18, West of the 2nd principal Meridian; and also, all correspondence, letters and telegrams between the Department and one Thomas Greenway or his brother respecting the said lands; and all correspondence between the Department and its officials respecting the said lands; and all papers, reports, correspondence and documents put in the files of the Department, since the 1st of April, in relation to the dispute between said Krenzer and said Greenway.

98. Return to an Order of the House of the 11th January, 1911, for a copy of all Memorials, petitions and requests received by the Government since last Session advocating the enlargement of the Welland Canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay Canal.

98a. Return to an Order of the House of the 11th January, 1911, for a copy of the lease made between the Government and the Canadian Light and Power Company relating to the Beauharnois Canal.

98b. Return to an Order of the House of the 23rd January, 1911, showing in detail:—1. All sums paid by the Concessionaires or grantees of the Beauharnois

Canal as rental or royalties upon the rights conveyed to them by the Crown on the Beauharnois Canal, or paid by their assigns in the enjoyment of the said rights, since the concession.

2. Of all the sums paid or expended by the Government upon the said Canal since the date of the said concession.

3. Of all sums actually due the Crown by the grantees or assigns for the use of the said Canal or in connection therewith.

98c. Supplementary Return to an Order of the House of the 11th January, 1911, for a copy of all Memorials, petitions and requests received by the Government since last Session advocating the enlargement of the Welland Canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay Canal.

99. Return to an Order of the House of the 12th December, 1910, for a Statement showing the amounts paid by the several Government Departments since 1st January, 1908, to the following law firms, or to any member thereof, and what has been in each case the nature of the service rendered: Messieurs Dandurand, Hibbard & Company, Montreal; Stewart, Cox & McKenna, Montreal; Smith, Markay & Company, Montreal; Hibbard, Boyer & Gosselin, Montreal.

100. Return to an Order of the House of the 14th December, 1910, showing the cost of the Senate of Canada for each year since the fiscal year 1896, under the headings of number of Senators, indemnity, travelling expenses, printing staff, and contingencies.

101. Return to an Order of the House of the 16th January, 1911, showing the names of the United States Consuls or Consular officers in the Dominion, the districts over which each has consular authority, the scale of fees which is exacted by them for certification of exports to the United States and the number of certified lots of goods exported under certificate during the year 1910.

102. Return to an Order of the House of the 7th December, 1910, for a copy of all Customs entries made at Vancouver, British Columbia, for goods entered free of duty by each of the following parties during each of the years 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910:—Robert Kelly, by himself, agent, or broker for him; Kelly, Douglas & Company, or agent, or broker, for them; and by any or all of the Departments of the Dominion Government; also, by any other person, firm or firms, or brokers, having been allowed to make free entry at Vancouver, British Columbia, during above years, declared as for Supply to the Dominion Government.

102a. Return to an Order of the House of the 23rd January, 1911, showing the average value for duty in 1896 and 1910, respectively, of the unit of each article or commodity enumerated in the Schedules of the Customs Act, on which an ad valorem duty was payable together with the rate of duty, the amount on which duty was paid, and the amount of duty paid for each year, with the totals, respectively.

103. Return to an Order of the House of the 7th December, 1910, showing the names, respective ages, when appointed, and pay received, by the Sessional Employees of the House of Commons.

104. Return to an Order of the House of the 5th December, 1910, showing the date of the opening and closing of Parliament for each year from 1896 to 1910, and the number of days the House and Senate was in session for each of these years.

105. Return to an Order of the House of the 23rd January, 1911, for a Copy of all Letters, telegrams, correspondence, petitions and communications referring in any manner to the establishment or maintenance of the mail route from Athol Post Office to South Athol, County of Cumberland, N.S.

106. Return to an Order of the House of the 11th January, 1911, for a copy of all Correspondence, telegrams or memoranda had between this Government, or any Member thereof, and the Provincial Government of Alberta and Saskatchewan, or either

of them, or any of their Members, in reference to securing control by such Provincial Governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said Province.

106a. Return to an Order of the House of the 13th February, 1911, for copies of and Correspondence between the Government of the Dominion, or any Member thereof, and the Provincial Governments of Alberta and Saskatchewan, or either of them, or any of their Members, in reference to securing control by such Provincial Governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said Provinces, other than school lands.

107. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence between the Minister of Justice and the Attorney General of Nova Scotia in respect to the proposed change in the Constitution of the Admiralty Court for that Province.

108. Return to an Address to His Excellency the Governor General of the 5th December, 1910, for a copy of the Proclamation of the Governor in Council naming a day for the coming into force of an Act intituled "An Act to amend the Railway Act, 1903," Chapter 31 of the Statutes of Canada of 1904 as provided for by Section 2 of that Act.

109. Return to an Address to His Excellency the Governor General of the 11th January, 1911, for a Statement giving a concise history of the negotiations in regard to reciprocal trade carried on since 1900 between the Government of Canada and of the Australian Commonwealth, together with a copy of official telegrams upon the same subject exchanged between the two Governments, or between the official representatives thereof, since the Imperial Conference of 1907.

110. Return to an Order of the House of the 16th January, 1911, for a copy of all Correspondence between the Finance Department, or any of its officers, or any Members of the Government, and any persons or corporations with reference to the Incorporation of the Farmer's Bank, or to circumstances in connection therewith.

110a. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence between the Government or any Member thereof, or any official of the Department of Finance, and any person or association, with reference to the conduct and affairs of the Farmer's Bank since the date of its organization.

110b. Return to an Order of the House of the 23rd January, 1911, for a copy of the full Report and finding of the Curator of the Farmer's Bank, up to the time of his appointment as liquidator of the same by the shareholders for the requisition of which authority is given to the Minister of Finance by Section 122 of the Bank Act.

110c. Return to an Address to His Excellency the Governor General of the 16th January, 1911, for a copy of all Applications, petitions, letters, telegrams and other documents and correspondence, and all Orders in Council and certificates, relating to or connected with the establishment of the Farmer's Bank of Canada and its operations.

111. Return to an Order of the House of the 7th December, 1910, showing the total cost to date of wharves at North Bay, Burks Falls and Maganatawan, Ontario; the name, date of appointment and salary of wharfinger in each case; the schedule of fees charged to public or others for use of wharf in each case; and a detailed statement of receipts for each wharf for the years 1907, 1908, 1909, giving name of party paying and for what.

112. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence since the 1st January, 1909, with the Department of Justice or any officers of that Department, making or supporting request for increase of pay to employees of the Penitentiary at New Westminster; and of all reports or recommendations in that connection made by any officer of the Department; also, a copy of all

reports made during the period indicated, by the Grand Jury at New Westminster with reference to the conditions at said Penitentiary.

114. Return to an Address of the Senate dated 12th January, 1911, for a copy of the Order in Council appointing His Honour Judge Jetté Administrator of the Province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment.

115. Return to an Address of the Senate dated 17th January, 1911, calling for dates of publication and distribution to Members of Parliament of the English and French editions of the Debates of the Senate and of the House of Commons from the year 1900 to date.

115a. Return to an Order of the Senate dated 17th January, 1911, showing, year, by year, from 1900, up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Journals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Debates of the House of Commons.
4. Of the French edition of the same.

115b. A Return to an Order of the Senate dated 17th January, 1911, showing, year, by year, from 1900, up to the present day, the date of the publication and distribution to Members of Parliament:—

1. Of the English edition of the Journals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same.

116. A Return to an Address of the Senate dated 17th January, 1911, for a Statement of the number of applications for and number of divorces granted by the Parliament of Canada from 1894 to 1910 inclusive.

117. A Return to an Address of the Senate dated 22nd April, 1910, showing the expenses incurred, and the date of each of the payments made by the Government for the electric installation in each of the rooms of the Immigration Officer at Quebec during the years 1908 and 1909.

118. Return to an Order of the House of the 16th January, 1911, showing what amount the Government paid Mr. F. H. Chrysler, K.C., for professional services between May, 1896, and 31st March, 1909, and what amount during the Financial year ending 31st March, 1910; what amount since 31st March, 1910; what amount is now due by the Government to Mr. Chrysler; and in what transactions or cases Mr. Chrysler is now engaged in for the Government.

120. Return to an Order of the House of the 18th January, 1911, showing how many appointments have been made by the Government from the constituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case.

120a. Return to an Order of the House of the 25th January, 1911, showing the full names of the permanent and temporary employees appointed at Quebec since the first of January, 1905, in the following Departments: Post Office, Customs, Inland Revenue and Public Works; the age and place of residence of each of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted them since their appointment.

120b. Supplementary Return to an Order of the House of the 18th January, 1911, showing how many appointments have been made by the Government from the constituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case.

120c. Return to an Order of the House of the 23rd January, 1911, showing how many appointments have been made by the Government from the constituency of Wentworth since 1904, together with their names, to what positions appointed, and the salary or remuneration in each case.

121. A Return to an Address of the Senate dated the 24th November, 1910, for copies of all Orders in Council, of all decisions by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Excellency Cardinal Vannutelli.

122. Return to an Address of the Senate dated 1st February, 1911, calling for copies of Petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions.

123. Return to an Order of the House of the 11th January, 1911, for a copy of all Letters, agreements, telegrams, or memoranda with respect to the application for water-power license on the Elbow River west of Calgary.

123a. Return to an Order of the House of the 18th January, 1911, for a copy of all Correspondence had between the Government, or any Member thereof, and the Municipal Council of the City of Calgary, or any Member thereof, regarding the conserving of the water flow of the Elbow River above the intake established by the said City in connection with their water works system.

124. Return to an Order of the House of the 26th January, 1911, for a Statement showing the amounts paid by the various Departments of the Government to the Sherwin-Williams Company for paints and other goods in the years 1906, 1907, 1908, 1909 and 1910.

125. A Return to an Order of the Senate dated 18th January, 1911, showing:—

1. In 1884, did a Federal Statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another Federal Statute (1 Edward VII, ch. 81), give birth to a company known as "The Quebec Terminal and Railway Company"?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-named companies amalgamate, constituting a new company, to which a Federal Statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year, 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the Government the power to substitute itself to the Bridge Company, and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of Government to a private company confirmed by Federal legislation in 1908 at the time of the adoption by Parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the Government passed an Order in Council enacting that it take hold of the whole of the undertaking, assets, properties and concession of the said Quebec Bridge and Railway Company?

7. When was this Order in Council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the laws?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the City of Quebec or at some place on the line of the Canadian Pacific Railway, on the north, and of the Grand Trunk Railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence River, under the exclusive jurisdiction of the Government who have kept the entire control thereof?

126. Return to an Order of the House of the 7th December, 1910, for a copy of all Papers, reports, valuations, plans, documents, contracts, advertisements, tenders, offers, and letters, relating to the sale and disposition of the property purchased by the Government for a Barracks site at Toronto, and recently sold by the Government, generally known as the Baby Farm or property; and more particularly, all correspondence, valuations or opinions as to the value of the said property, and as to the method of disposal thereof; and also, a copy of advertisements, number of insertions, and names of papers in which same appeared, in the possession of the Department of Militia, or any other Department of the Government.

127. Return to an Order of the Senate dated 17th January, 1911, showing, in as many distinct columns:—

1. The names of all Departments obliged by law to lay before Parliament reports of their annual operations.

2. The date fixed by law for the laying of said reports before Parliament.

3. The date on which the said reports have been laid for the fiscal year ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.

4. The date of the publication and distribution of the French edition of the said reports.

5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.

6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year ending the 31st March, 1909, have not yet been published in French.

128. Return to an Order of the House of the 26th January, 1911, showing the date of Incorporation, a copy of the Act of Incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian Company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses.

129. Return to an Order of the House of the 19th January, 1910, showing in the construction of Drill Halls or Armouries, or the leasing of sites for camps of instruction, in how many and what instances Municipalities, Regiments, or individuals, have contributed to the cost of the same in the way of concessions, sites, or moneys, and the amount in each case since 1904.

130. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence with the Department of the Interior or any officer thereof in regard to half-breed scrips numbers A. 8931 and A. 9970 issued to Joseph William Malbœuf, together with a copy of all documents in any way relating to the said scrips.

130a. Return to an Order of the House of the 18th January, 1911, for a copy of all Correspondence, reports, letters, telegrams and other documents, exchanged between the Right Reverend George Holmes, D.D., of Lesser Slave Lake, or anyone on his behalf, and the Minister of the Interior, or any official or temporary employee of the Government, in reference to the issue or application of half-breed scrip.

132. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence between the Department of the Interior, or any of its officers, and any other persons, respecting the timber on the Fanny Louise Irwin homestead in the District of Chilliwack, British Columbia, including any instructions to solicitors to issue a writ in Exchequer Court for cancellation of timber rights not reserved in Crown grant of the homestead.

133. Return to an Order of the House of the 18th January, 1911, showing the total acreage of school lands sold in the Provinces of Alberta and Saskatchewan in each of the years 1906, 1907 and 1908, with the average prices realized; also, a statement of sales of such lands in each said province since 1st of January, 1909, to date, giving the places at which each sale was held and date of sale; the description of the land sold; the upset price at which it was offered and the price realized; and the area of land in each township, in which these school lands are located, that was under cultivation at the time it was decided to sell the school lands therein.

134. Return to an Order of the House of the 15th December, 1909, for a copy of all Papers, letters, telegrams, documents, petitions, reports and correspondence with reference to, or in any way concerning the appointment of a Government weigher at Montreal.

135. Supplementary Return to an Order of the House of the 28th February, 1910, showing the number of persons in the employ of each Department of the Government during the year 1909 under the following heads: (a) Civil Service Employees at Ottawa; (b) Civil Service Employees outside of Ottawa; (c) in stated and regular employ, but not under the Civil Service Act, giving the distinctive service of each group; (d) those in temporary or casual employment, giving the distinctive work of each group; and also, showing the total amount paid under each head.

136. Return to an Order of the House of the 30th January, 1911, showing the total quantity of coal delivered to ship at Pictou, in each year during which the S.S. *Minto* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, Statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight.

136a. Return to an Order of the House of the 30th January, 1911, showing the total quantity of coal delivered to ship at Pictou, in each year during which the S.S. *Earl Grey* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, Statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight.

136b. Return to an Order of the House of the 30th January, 1911, showing the total quantity of coal delivered to ship at Pictou, in each year during which the S.S. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, Statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight.

137. Return to an Order of the House of the 6th February, 1911, for a copy of the last advertisement for tenders, and the specification and contract or proposed contract for the erection of the Quebec Bridge.

138. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1910, &c.

140. Return to an Address of the Senate dated 20th January, 1911, calling for copies of all Orders in Council and Ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the Government and situated on des Ramparts Street at Quebec.

2. Of the requests made by other persons at that time, to purchase or lease the property in question.

3. Of the sale of the same property to the same Georges Tanguay, agreed to by the present Government about 1897.

141. Return to an Order of the House of the 7th December, 1910, for a Statement showing the disposition made by the Government during the past year of the following:—Public Lands, Timber Limits, Mineral Areas, Water Powers and Fishing Rights.

142. Return to an Order of the House of the 11th January, 1911, showing the concessions granted to Canada by British countries, the products of which may be imported into Canada under the preferential tariff.

143. Order in Council, correspondence, &c., in respect to a resolution of the Legislative Assembly of the Province of Saskatchewan, declaring it desirable that the Parliament of Canada should create out of the public domain within the Province, a suitable land grant for the University of Saskatchewan.

144. Return to an Order of the House of the 23rd January, 1911, showing:—1. All grants, leases, licenses, and concessions given to individuals or corporations of Water Power Rights or privileges on the Winnipeg River at present in force.

2. The names and descriptions of such power sites.

3. The terms and conditions upon which they are respectively held.

4. The dates upon which these powers or privileges were respectively given.

5. What constitutes forfeiture.

6. What grants, leases or licenses have been forfeited.

7. The general rules and regulations, if any, applying to the giving and holding of the water powers on this river.

8. The amount of development effected by the grantees or lessees respectively.

9. What title or interest the Dominion claims in the running water, the bed of the river, and the banks thereof.

145. Return to an Order of the House of the 5th December, 1910, showing the total number of accidents on railways in Canada since April 1st, 1909, and up to date; the number of fatal accidents; the number on each railway, and the causes of the same; also, the number of accidents on construction work, fatal or otherwise, on the Canadian Northern and the Grand Trunk Pacific Railways, and the causes of the same.

146. Return to an Order of the Senate dated 24th January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. J. B. Laliberté, of Quebec, merchant, by each of the Departments of the Government of this Country.

147. Return to an Order of the Senate dated 25th January, 1911, for statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different Departments of the Government of this country.

148. Return to an Order of the Senate dated 26th January, 1911, showing, year by year, since 1st July, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the Departments of the Government of this country.

149. Return to an Order of the Senate dated 27th January, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Messieurs Samson and Filion, of Quebec, merchants, by each of the different Departments of the Government of this country.

150. Return to an Order of the Senate dated 27th January, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different Departments of the Government of this country.

151. Return to an Order of the Senate dated 27th January, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different Departments of the Government of this country.

152. Return to an Order of the House of the 6th February, 1911, for a copy of the Curators' reports in the cases of all banks for which Curators have been appointed.

155. Return to an Order of the House of the 20th February, 1911, for a copy of all Applications made by employees of the North Atlantic Collieries for a Conciliation Board within the past six months, and of all letters, telegrams, documents, statements and other papers and documents touching the same, or having any relation thereto, including all correspondence received by the Government or any Department of the Government from the said North Atlantic Collieries or from the employees thereof touching the matter aforesaid.

156. Return to an Order of the House of the 2nd February, 1911, showing the Amount of money paid for provisions, supplies, repairs, work or any other service for the year ending March 31, 1910, to the following firms in the City of Kingston, respectively: Elliot Brothers, McKelvey & Birch, C. Livingstone & Bros., R. Crawford, James Redden & Company, R. Carson, and James Crawford.

All which is respectfully submitted.

THOS. COFFEY,

Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Thompson acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (77) intituled: "An Act respecting the National Weekly Indemnity Company, and to change its name to 'The Merchants and Employers Guarantee and Accident Company,'" reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Thompson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (U) intituled: "An Act to incorporate Revillon Freres Trading Company, Limited," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 16.—For "one" substitute "two."

Page 2, line 27.—Leave out from "securities" to the end of paragraph (f.)

Page 3, line 37.—For "authorized" substitute "designated."

Page 5, line 13.—After "a" insert "proper."

Page 5, line 21.—After "directors" insert the following as Clause "A."

CLAUSE "A."

"Chapter 154 of the statutes of 1906 is hereby repealed."

IN THE SCHEDULE.

Page 5, line 5.—After "at" insert "or near."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the Bill (4) intituled: "An Act to amend the Railway Act," be placed upon the Orders of the Day for a second reading on Thursday the 23rd instant.

Pursuant to the Order of the Day the Bill (63) intituled: "An Act to incorporate the British Columbia and Dawson Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (20) intituled: "An Act respecting Mather Bridge and Power Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (92) intituled: "An Act respecting the Alberta Central Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Thirteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Robert William Logan, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Fourteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Mary Jane Beatty, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for putting the Senate again into a Committee of the Whole on Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library of Parliament.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day the Bill (W 1) intituled: "An Act to incorporate the New Ontario and Quebec Railway Company," was read a second time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Sixteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Frances Whittington Truesdell, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day the Bill (113) intituled: "An Act to incorporate the British Columbia and Central Canada Railway Company," was read a second time.

On motion of the Honourable Mr. Riley, seconded by the Honourable Mr. Beith, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Eighteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Joseph Doust.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Senate, according to Order, proceeded to the consideration of the amendments made by the House of Commons to the Bill (J) intituled "An Act to incorporate The Canadian Inter-mountain Railway Company."

The Honourable Mr. De Veber moved, seconded by the Honourable Mr. Derbyshire,

That said amendments be agreed to.

The question of concurrence being put thereon, the same was resolved in the affirmative,

Ordered, That the Clerk do go down to the House of Commons and acquaint that House, that the Senate doth agree to their amendments without any amendment.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs."

(In the Committee.)

Section 3 was read and amended as follows:—

Page 1, line 27.—After "purposes" insert "shall be guilty of a criminal offence and"

Section 4 was read and amended as follows:—

Page 2, line 3.—After "smoking" insert "shall be guilty of a criminal offence and"

Page 2, line 9.—After "opium" insert "shall be guilty of a criminal offence and"

Section 5 was read and amended as follows:—

Page 2, line 15.—After "dentist" insert "or to a *bona fide* wholesale Druggist"

Page 2, line 31.—After "officer" insert "shall be guilty of a criminal offence and"

Page 2, line 41.—After "surgeon" insert "shall be guilty of a criminal offence and"

Section 6 was read and amended as follows:—

Page 2, line 47.—After "drug" insert "shall be guilty of a criminal offence and"

Sections 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 were severally read and agreed to. Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

With leave of the Senate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said amendments be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill as amended be read a third time on Friday next.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (74) intituled: "An Act respecting the International Railway Company and International Traction Railways."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Power.

That the said amendments be now agreed to.

The question of concurrence being put thereon.

The Honourable Mr. Lougheed in amendment moved, seconded by the Honourable Sir MacKenzie Bowell.

That the following words be inserted after the word "amendments"; "with the exception of the last one"

The question being then put on the main motion as amended the same was agreed to.

Then on motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (93) intituled: "An Act to incorporate the Alberta Electric Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (108) intituled: "An Act respecting the Canadian Pacific Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Friday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 23rd March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Davis,	Legris,	Power,
Beique,	Derbyshire,	Lougheed,	Prince,
Beith,	Dessaullles,	Macdonald	Ratz,
Bowell	De Veber,	(Victoria),	Riley,
(Sir Mackenzie),	Domville,	MacKAY (Alma),	Ross (Halifax),
Boyer,	Douglas,	MacKeen,	Ross (Moosejaw),
Campbell,	Edwards,	McDonald	Roy,
Cartwright	Ellis,	(Cape Breton),	Scott
(Sir Richard),	Farrell,	McKay (Truro),	(Sir Richard),
Casgrain,	Gillmor,	McLaren,	Talbot,
Chevrier,	Godbout,	McMillan,	Tessier,
Cloran,	Jaffray,	McMullen,	Thompson,
Coffey,	Jones,	McSweeney,	Watson,
Comeau,	King,	Mitchell,	Wilson,
Costigan,	Kirchhoffer,	Montplaisir,	Yeo,
Dandurand,	Landry,	Owens,	Young.
David,	Lavergne,	Poirier,	

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (76) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (69) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (L1) intituled: "An Act to change the name of The Manitoulin and North Shore Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 1, line 15.—After “passed” insert the following as clause 2:—

“2. The time limited for completing that part of the railway of The Manitoulin and North Shore Railway Company described in section 7 of Chapter 64 of the Statutes of 1900 which lies between Sudbury and Little Current is extended for two years from the passing of this Act, and if the said part of the railway is not completed before the said date the powers of construction conferred upon the said company by Parliament shall cease and be null and void as respects so much of the said part of the railway as then remains uncompleted.”

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Landry, moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying His Excellency to cause to be laid on the table of this House, copy of the Order in Council, dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission, the spur line between the Quebec bridge and the city of the same name.

The question of concurrence being put thereon the same was resolved in the affirmative and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Landry called the attention of the Senate and the Government to the following facts:—1. On the 8th February last, in reply to a question put in the Senate, it was officially affirmed that Mr. Vien, advocate of Levis, acted as agent of the Department of Justice since the 17th December, 1908, and that the department at that date, was examining the account produced by Mr. Vien for services rendered to the Government, in his capacity as agent of the Department of Justice.

2. The account addressed to the Government by Mr. Vien, is dated 15th March, 1910, and covers the period extending from the 17th December, 1908, to the 23rd August, 1909, or eight months and six days and amounts to \$8,370.27.

3. A further authorized reply subsequently given to the Senate, informs this House that Mr. Vien condescended to lower his account of \$8,370.27 to \$2,875.75, including disbursements amounting to \$314.52.

4. On the 15th February last this amount had not yet been paid.

5. On that date, the 21st March, 1911, a letter from the Deputy Minister of Justice was laid on the Table of this House, reading as follows:—

OTTAWA, March 20, 1911.

SIR,—Referring to your letter of 20th instant, Mr. Vien is not an agent of this Department under our control in anywise. He acted for us, it is true, in connection with the acquisition of the Carrier-Laine property, but the transaction is concluded and Mr. Vien has not so far as I am aware any of the papers which belong to the Government. If, therefore, Mr. Landry desires Mr. Vien to produce his papers, he will have to obtain them by such means or process as is available. The Minister of Justice, I may say, does not see that the Department is in a position to assist.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) E. L. NEWCOMBE,

Deputy Minister of Justice.

C. H. Payne, Esq.,

Assistant Private Secretary,

Minister of Trade and Commerce.

The above was in reply to a request for the production of documents ordered by the Senate, on the 22nd April of last year—and inquired:—

(a) Since when has an official of the Department of Justice the right to consider a formal Order of the Senate, similar to the one issued on the 22nd April last, as the mere wish of a Senator?

(b) How can an official of the Department of Justice take upon himself to declare that the Department has or had not the means to compel one of its agents to obey an Order of this House issued on the 22nd April last, when, eleven months after such an Order had been issued, the Department had not yet paid this agent the amount of the account claimed by him?

(c) And if Mr. Vien, as mentioned in the above letter, has not the papers asked for in his possession, is it not because he handed them over to the Department of Justice, the officers of which are having recourse to contemptible subtlety in refusing to produce them?

(d) Finally, shall the Department of Justice take upon itself to refuse or ignore a positive Order issued by the Senate?

(e) If Mr. Vien has the documents ordered in his possession, and if he refuses or neglects to give them up, or if he seeks the shelter of Mr. Newcombe's letter to abstain from producing them, is it the intention of the Government to inform him that, in the future, he should abstain from asking the Government for any work, not even similar to that which suggested him to demand a remuneration of \$8,370.27 for services which, after all, are more than well paid for by a sum of \$2,875.78?

Debated.

The Honourable Mr. Young presented to the Senate a Bill (X 1) intituled: "An Act for the relief of Mary Jane Beatty."

The said Bill was read a first time.

With leave of the Senate,

The Honourable Mr. Young moved, seconded by the Honourable Mr. Campbell, That the said Bill be read a second time on Tuesday next.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (77) intituled: "An Act respecting the National Weekly Indemnity Company and to change its name to The Merchants and Employers Guarantee and Accident Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (74) intituled: "An Act respecting the International Railway Company and International Traction Railways," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the Fifteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Walter Harvey Kirkland, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Watson,

That the said Bill be now read a second time.

After debate.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Cloran, it was

Ordered, That further debate on the said motion be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (U) intituled: "An Act to incorporate Revillon Freres Trading Company, Limited."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. De Veber, it was

Ordered, That the said Bill be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (U) intituled "An Act to incorporate Revillon Freres Trading Company, Limited."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (4) intituled: "An Act to amend the Railway Act," was read a second time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Senate, according to Order, proceeded to the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Report be adopted.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2.30, p.m., to-morrow.

Friday, 24th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	David,	Legris,	Prince,
Beique,	Davis,	Lougheed,	Riley,
Beith,	Dessaulles,	Macdonald	Roche,
Belcourt,	De Veber,	(Victoria),	Rosa (Halifax),
Bowell	Domville,	MacKeen,	Ross (Moosejaw),
(Sir Mackenzie),	Douglas,	McDonald	Roy,
Boyer,	Edwards,	(Cape Breton),	Scott
Campbell,	Ellis,	McKay (Truro),	(Sir Richard),
Cartwright	Farrell,	McLaren,	Talbot,
(Sir Richard),	Gillmor,	McMillan,	Tessier,
Casgrain,	Godbout,	McMullen,	Thompson,
Chevrier,	Jaffray,	McSweeney,	Watson,
Cloran,	Jones,	Montplaisir,	Wilson,
Coffey,	King,	Owens,	Wood,
Comeau,	Kirchhoffer,	Poirier,	Yeo,
Costigan,	Landry,	Power,	Young.
Dandurand,	Lavergne,		

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Domville:—

Of Hugh Sillars and others, of the County of Bonaventure, Quebec. (Restigouche Riparian Association.)

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (91) intituled: "An Act to incorporate the Pacific and Peace Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 2.—Leave out from "Columbia" to "to" in line 5 and substitute therefor: "thence by way of the Bella Coola River and the most feasible route therefrom."

Page 2, line 10.—Add the following to clause 7 as subsection 2 thereof:—

"2. If in the opinion of the Board of Railway Commissioners for Canada, owing to the configuration of the country through the said Pine River Pass, it is impracticable or unduly expensive to build more than one line of railway through the said pass, the Company shall grant running powers to any other railway company applying

therefor over its railway through the said pass, and also over the approaches thereto, on terms to be agreed upon, or to be settled, in case of difference, by the Board of Railway Commissioners for Canada."

Page 3, line 29.—For clause 14 substitute the following:—

14. In addition to the securities authorized by section 9 of this Act, the directors, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any of such properties, assets, or works, other than the railway, as the company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Nineteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

FRIDAY, 24th March, 1911.

The Committee on Divorce beg leave to make their Nineteenth Report, as follows:—

In the matter of the Petition of Mary Kathleen Crittenden, of the Village of Albert Plains, in the Province of Manitoba, praying for the passing of an Act to dissolve her marriage with Stanley A. G. Crittenden, of the Town of Dauphin, in the Province of Manitoba, sewing machine agent, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the Petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twentieth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

FRIDAY, 24th March, 1911.

The Committee on Divorce beg leave to make their Twentieth Report, as follows:—

In the matter of the Petition of Nellie Bridgland Morrison, of the City of Toronto, in the Province of Ontario, praying for the passing of an Act to dissolve her marriage with William Herbert Morrison, formerly of the said City of Toronto, presently residing in the City of Jacksonville, Florida, U.S.A., and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the Petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Belcourt presented to the Senate a Bill (Y 1) intituled: "An Act to incorporate The Quebec and Great North Western Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Order of the Day being read for the Third Reading of the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs," as amended.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (76) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (69) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (U) intituled: "An Act to incorporate Revillon Freres Trading Company, Limited," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library of Parliament.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (93) intituled: "An Act to incorporate the Alberta Electric Railway Company," was read a second time.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Belcourt, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (108) intituled: "An Act respecting the Canadian Pacific Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Wednesday the fifth day of April next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (L1) intituled: "An Act to change the name of the Manitouling and North Shore Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Young presented to the Senate a Bill (Z1) intituled: "An Act for the relief of Walter Harvey Kirkland."

The said Bill was read a first time.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson,

That the said Bill be read a second time on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until 3 o'clock on Tuesday next.

Tuesday, 28th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Legris,	Ratz,
Beith,	Davis,	Lougheed,	Riley,
Belcourt,	De Veber,	Macdonald	Roche,
Bolduc,	Domville,	(Victoria),	Ross (Halifax),
Bowell	Douglas,	MacKeen,	Ross (Moosejaw),
(Sir Mackenzie),	Edwards,	McDonald	Roy,
Boyer,	Ellis,	(Cape Breton),	Scott
Campbell,	Farrall,	McHugh,	(Sir Richard),
Cartwright	Frost,	McKay (Truro),	Talbot,
(Sir Richard),	Gillmor,	McMillan,	Tessier,
Casgrain,	Jaffray,	McMullen,	Thompson,
Chevrier,	Jones,	McSweeney,	Watson,
Cloran,	King,	Montplaisir,	Wilson,
Coffey,	Kirchhoffer,	Owens,	Yeo,
Comeau,	Landry,	Poirier,	Young.
Costigan,	Lavergne,	Power,	

PRAYERS.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fifteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

TUESDAY, 28th March, 1911.

The Standing Committee on Standing Orders have the honour to make their Fifteenth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

Of George Alexander Graham and others, of the City of Fort William; praying to be incorporated as The Nepigon and Albany Canal and Transportation Company.

Of Robert L. Johnston, of the City of Brooklyn, in the State of New York, and others, of Paris (France), London (England), and others, St. John (New Brunswick) and Montreal (Quebec); praying to be incorporated as the Anglo-Canadian and Continental Bank.

Of H. W. Sheppard and others, of High River, of the Province of Alberta; praying to be incorporated as The High River, Saskatchewan and Hudson Bay Railway Company.

Of C. W. Marpole and others, of the City of Vancouver and elsewhere; praying to be incorporated as The British Columbia and White River Railway Company.

Of the Boiler Flue Cleaner and Supply Company, Limited; praying for legislation authorizing the Commissioner of Patents to receive payments for remainder of patent term of Eighteen years and continuing patent 89,841.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Sixteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

TUESDAY, 28th March, 1911.

The Standing Committee on Standing Orders have the honour to make their Sixteenth Report.

Your Committee have examined the following petitions:—

Of the Canada Cement Company, Limited, a Company incorporated by Letters Patent; praying for legislation authorizing them to issue certain debenture stock and bonds, and

Of Joseph Lecompte and others, of the City of Winnipeg; praying to be incorporated as The Continental Fire Insurance Company, and find the notices required by Rule 108 short in point of time. Inasmuch, however, as the time required for such notice will be completed within a few days. Your Committee recommend the suspension of the Rule in each case.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

With leave of the Senate.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the Rules 24 (a) and (h) be suspended in so far as they relate to the said Report.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. De Veber, from the Standing Committee on Public Health and Inspection of Foods, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 28,

TUESDAY, 28th March, 1911.

The Standing Committee on Public Health and Inspection of Foods, have the honour to make their Third Report.

Your Committee have the honour to call the attention of the House to the valuable evidence given before them, and contained in printed pamphlet which has been distributed to the members of the Senate.

In view of this evidence, your Committee cannot fail to be impressed with the serious insanitary conditions which prevail in construction and lumber camps, railway gangs, &c., &c., and

Your Committee beg leave to recommend that legislation be enacted following the lines suggested by the evidence submitted herewith. All which is respectfully submitted.

L. GEO. DE VEBER,

Chairman.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-first Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

FRIDAY, 24th March, 1911.

The Committee on Divorce beg leave to make their Twenty-first Report as follows:—

In the matter of the Petition of Andrew Lorne Hamilton, of the City of Portage la Prairie, Province of Manitoba, bank manager; praying for the passing of an Act to dissolve his marriage with Maude Louise Hamilton, presently of the City of Toronto, Province of Ontario, and for such further and other relief as to the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers, and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. No evidence has been adduced before the Committee sustaining the allegation made in the petition that the respondent, Maude Louise Hamilton, committed adultery with one James P. Mabee, of the City of Ottawa.

6. The Committee find that the allegation made in the petition that the said Maude Louise Hamilton committed adultery with one Charles W. Openshaw has been sustained by the evidence, and they recommend that a Bill be passed dissolving the petitioner's said marriage on the ground of such adultery.

7. Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be taken into consideration by the Senate on Tuesday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Talbot presented to the Senate a Bill (A 2) intituled: "An Act respecting the Joliette and Lake Manuan Colonization Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for the Third Reading of the Bill (97) intituled: "An Act to prohibit the improper use of Opium and other Drugs," as amended.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the said Bill be not now read a third time but that it be further amended as follows:—

(In the Schedule.)

Page 4, after "cocaine" insert "salts or compounds thereof."

After "morphine" insert "salts or compounds thereof."

After "opium" insert "eucaine or compounds thereof."

The question of concurrence being put thereon the same was resolved in the affirmative.

The question being again put on the motion that the said Bill as further amended be now read a third time.

The Honourable Mr. McMillan in amendment moved, seconded by the Honourable Mr. McDonald (C.B.),

That all the words after "be" be struck out and the following be added in lieu thereof "still further amended by adding the following as subsection 3 of section 4:—

"3. Any person who takes internally any extracts, derivatives or preparations of Opium, shall be liable on a summary conviction to a fine not exceeding fifty dollars and costs, or to imprisonment for a term not exceeding one month, or to both fine and imprisonment."

And also by adding the following as subsection 3 of section 5:—

"3. Nothing herein contained shall affect a physician or veterinary surgeon who may grant a certificate to any druggist to sell or supply any such drugs to a

person to be kept for medicinal use as a home remedy where a supply is necessary in case of sickness and emergency, or where the owner of horses, cattle and other domestic animals, is of necessity obliged to keep on hand a supply of such drugs for medicinal application and use. Provided such certificate is filed with the druggist and a duplicate thereof is furnished to the purchaser, and such certificate shall be valid as against any prosecution under this Act." And that the Schedule be so amended as to read as follows:—

Cocaine.

Opium.

Morphine and the salts of Morphia.

Tincture of opium (Laudanum).

Wine of Opium.

Opium Lozenges.

Compound Tincture of Camphor (Parígoric).

After debate.

With leave of the Senate,

The proposed amendment to section 4 was withdrawn.

The question of concurrence being put on the proposed amendment to section 5, the same was resolved in the negative.

The question being again put on the motion, That the said Bill as further amended be now read a third time.

The same was resolved in the affirmative; and, the said Bill as amended was then read a third time.

The question was put whether this bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (L1) intituled: "An Act to change the name of the Manitoulin and North Shore Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

The Order of the Day being read for putting the House again into a Committee of the Whole on Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the Sixteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Frances Whittington Truesdell, together with the evidence.

The Honourable Mr. Loughheed moved, seconded by the Honourable Mr. Edwards, That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (X 1) intituled: "An Act for the relief of Mary Jane Beatty."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Jones, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Jones, That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House according to Order resumed the adjourned Debate on the Motion for the Second Reading Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

After Debate.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That further debate upon the said motion be adjourned until to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to Bill (J 1) intituled: "An Act to incorporate The Canadian Baptist Foreign Mission Board."

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (91) intituled: "An Act to incorporate The Pacific and Peace River Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (15) intituled: "An Act to amend the Canada Medical Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (94) intituled: "An Act respecting the Western Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (123) intituled: "An Act to incorporate La Banque Internationale du Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, to return the Bill (H) intituled: "An Act respecting the Quebec and New Brunswick Railway Company" and to acquaint the Senate that they have passed the said Bill with the following amendments to which they desire their concurrence.

The said amendments were then read by the Clerk, and they are as follows:—

Page 1, line 20.—After "section 3" insert of chapter 75 of the statutes of 1900, and section 3."

Page 1, line 20.—Strike out "is" and insert "are."

Page 1, line 21.—After "repealed" insert the following section 3, "The capital stock of the Company shall be two million dollars. No one call thereon shall exceed ten per cent on the shares subscribed."

On motion of the Honourable Mr. Costigan, seconded by the Honourable Mr. Comeau, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

A Message was brought from the House of Commons to return the Bill (20), An Act respecting the Mather Bridge and Power Company.

Bill (63), An Act to incorporate the British Columbia and Dawson Railway Company.

Bill (74), An Act respecting International Railway Company and International Traction Railways; and

Bill (83), An Act to incorporate the Simcoe, Grey and Bruce Railway Company; and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bills without any amendment.

The Right Honourable Sir Richard Cartwright presented to the Senate,—Report of the Minister of Trade and Commerce for the year ending 31st March, 1910.

Part II.—Canadian Commerce, France, Germany, Great Britain, United States.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 10a, 1911.)

And also,—Return to an Address of the Senate dated 8th March, 1911, That an Order of the Senate do issue for the production of a copy of the complaint made by the Commandant of the 61st Regiment against the Commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between

the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the Report of the Inspector General respecting the case.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 178.)

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,
The Senate adjourned.

Wednesday, 29th March, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Macdonald	Ratz,
Beique,	Davis,	(Victoria),	Riley,
Beith,	Derbyshire,	MacKay (Alma),	Roche,
Belcourt,	De Veber,	MacKeen,	Ross (Halifax),
Bolduc,	Bomville,	McDonald	Ross
Bowell	Douglas,	(Cape Breton),	(Sir George W.),
(Sir Mackenzie),	Edwards,	McHugh,	Ross (Moosejaw),
Boyer,	Ellis,	McKay (Truro),	Roy,
Campbell,	Farrell,	McMillan,	Scott
Cartwright	Gillmor,	McMullen,	(Sir Richard),
(Sir Richard),	Jaffray,	McSweeney,	Talbot,
Casgrain,	Jones,	Mitchell,	Tessier,
Chevrier,	King,	Montplaisir,	Thompson,
Choquette,	Kirchhoffer,	Owens,	Watson,
Coffey,	Landry,	Poirier,	Wilson,
Comeau,	Lavergne,	Power,	Yeo,
Costigan,	Legris,	Prince,	Young.
Dandurand,	Lougheed,		

PRAYERS.

Pursuant to the Order of the Day the following petition was read:—

Of Hugh Sillans and others, of the County of Bonaventure, Quebec; praying that as the Bill now before Parliament respecting "The Restigouche Riparian Association" interferes with the rights of the petitioners as local riparians; it may not be passed into law in its present form.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (32) intituled: "An Act to incorporate the Sterling Trusts Corporation," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 3.—After "seventy" insert "five."

Page 5, line 4.—Strike out Clause 11.

Page 5, line 31.—Strike out Clause 15.

Page 6, line 9.—After "force" insert "for all purposes except for the winding up of the Company."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (M 1) intituled: "An Act to incorporate Lloyds Casualty Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 11.—For "Lloyds" substitute "The."

Page 1, line 16.—Leave out from "dollars" to "which" in line 17.

Page 1, line 26.—Leave out "steam boiler, automobiles."

Page 2, line 1.—For clause 7 substitute the following:—

"7. The Company shall not commence the business of accident insurance and sickness insurance until at least one hundred and fifty thousand dollars of its capital stock have been subscribed and at least thirty-five thousand dollars have been paid thereon.

The Company shall not transact the business of plate glass insurance in addition to accident insurance and sickness insurance until its subscribed capital has been increased to at least one hundred and seventy-five thousand dollars and at least forty-five thousand dollars have been paid thereon.

The Company shall not transact the business of burglary insurance in addition to accident insurance and sickness insurance until the subscribed capital has been increased at least to two hundred thousand dollars and at least fifty-five thousand dollars have been paid thereon.

The Company shall not transact plate glass insurance and burglary insurance in addition to accident insurance and sickness insurance until its subscribed capital has been increased to two hundred and twenty-five thousand dollars and at least sixty-five thousand dollars have been paid thereon.

The Company shall not transact all the classes of insurance authorized by this Act until the whole authorized capital stock of two hundred and fifty thousand dollars have been subscribed and at least one hundred and twenty-five thousand dollars have been paid thereon."

IN THE TITLE.

For "Lloyds" substitute "The."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (U 1) intituled: "An Act to incorporate the North-West Loan Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 14.—After section (4) insert the following:—

"4a. A general meeting of the company shall be called at its head office once in each year, after the organization of the company and commencement of business, and

at such meeting a statement of the affairs of the company shall be submitted; and special, general or extraordinary meetings may at any time be called by any five of the directors, or by a requisition of any twenty-five shareholders, specifying in the notice thereof the object of such meeting.

"2. Notice of each meeting of the company shall be given by printed or written notice to each of the shareholders mailed at least fourteen days before the day for which such meeting is called, and addressed to the addresses of the shareholders respectively as given in the books of the company.

"4b. The shares of the capital stock subscribed for shall be paid by such instalments and at such times and places as the directors appoint; the first instalment shall not exceed twenty-five per cent, and no subsequent instalment shall exceed ten per cent, and not less than thirty days' notice shall be given of any call; and any notice of call may be effectually given by sending the notice by registered letter post paid to the address of the shareholder as given in the books of the company."

Page 2, line 41.—After "Canada" insert the following: "to the extent of not more than twenty per cent of the paid up capital of any such bank."

Page 2, line 47.—After "Company" insert as subsection 3 the following:—

"5. The company shall not invest in nor lend money on the stock of any other Loan Company."

Page 3.—Leave out clause 9 and subclauses 2 and 3.

Page 4.—Leave out clause 11 and 12.

Page 6, line 22.—After "purpose" insert "at which meeting share-holders representing at least two thirds of the paid up capital stock of the Company are present or represented by proxy."

Page 6, line 23.—Leave out from "Canada" to "2" in line 26.

Page 6, line 45.—After "on" leave out "or possessed of."

Page 7, line 1.—Leave out the following:—"property suitable for the purposes of the Company."

Page 7, line 4.—Leave out from "manner" to the second "and" in line 7.

Page 7, line 14.—Insert as sub-section 2 the following:—

"2. In case the Company by any such agreement so approved, assumes the liabilities of any other company, such liabilities, shall form part of the total liabilities of the Company to the public for the purposes of section ten of this Act."

Page 9, line 6.—After "any" take out "superior."

Page 9, line 30.—After "parties" transpose the words "to be found" to read "found to be."

Page 9, lines 43 and 44.—Leave out "His Majesty" and substitute "The Crown."

Page 10, line 29.—Leave out "permits" and insert "consents to."

Page 10, line 30.—Leave out "167."

Page 1, In the Title.—For "The North-West Loan Company" substitute "The Canada West Loan Corporation."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. De Veber, from the Standing Committee on Public Health and Inspection of Foods, to whom was referred the Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 23.—For "along" substitute "into."

Page 2, line 4.—Strike out sub-section 3 and substitute the following therefor:—

“3. One-third of any sum recovered under this section shall belong and be paid to any person, other than an officer having any duty to perform under this Act, upon whose information or at whose instance proceedings for the recovery thereof were had, and the other two-thirds shall be paid into the Consolidated Revenue Fund of Canada and shall be applied in such manner as is by the Governor in Council deemed best adapted to promote the objects of this Act and to secure its due administration.”

Page 2, line 15.—After “regulations” insert “and may appoint such officers as he deems necessary to carry out and enforce the provisions of this Act.”

Page 2, line 28.—Strike out the whole of Clause 6.

Page 2, line 43.—Strike out from “provinces” to “shall” in line 44, and substitute therefor “or appeals thereto.”

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Derbyshire presented to the Senate a Bill (B 2) intituled: “An Act for the relief of Robert William Logan.”

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson, That the said Bill be read a second time on Friday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Campbell presented to the Senate a Bill (C 2) intituled: “An Act respecting a patent of the Boiler Flue Cleaner and Supply Company, Limited.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Béique presented to the Senate a Bill (D 2) intituled: “An Act respecting The Canada Cement Company, Limited.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Dandurand moved, seconded by the Honourable Mr. Coffey, That, in the opinion of the Senate, the reporting and printing of the Debates of this Chamber at full length is a costly and unnecessary expenditure;

That the Standing Committee on Debates and Reporting be instructed to arrange during the present Session, for the taking and printing of the Debates of this House in a concise form and to report thereon.

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Domville called attention to the following article:—

THE TIMES.

FINANCE, COMMERCE AND SHIPPING.

LONDON, Thursday, March 9, 1911.

Special Articles.

THE USE OF OIL FUEL—PRODUCTION AND DEMAND.

The employment of oil as fuel on a commercial scale had its beginning over 40 years ago in the steamer services of the Caspian Sea, but it is only within comparatively recent years that any considerable extension of the applications of liquid fuel has been reported. This slow growth in the use of oil as a heating agent has been primarily due to the uncertainty of obtaining regular supplies, and in spite of all assertions to the contrary that fear is not yet entirely removed. It is true that many new sources of supply are being exploited, that the supplies available are steadily increasing, and that, owing to the war of rates between the great interests involved, the price of liquid fuel is comparatively low. These conditions explain the growing favour with which oil fuel is now regarded,*but in any attempt to forecast the future regard must be had to many other considerations. It will be appropriate in the first place to discuss the question of supply. The United States is still by far the largest single producer, her percentage of the total production in the year 1909 being 61:24 per cent; and, although the world's figures for 1910 are not yet fully available, it is known that the actual production of the United States for last year showed a considerable increase. The actual figures of the world's output of crude petroleum for the past five years are set out in the accompanying table:—

BARRELS OF 42 GALLONS.

Country.	1906.	1907.	1908.	1909.
United States*.....	126,493,936	166,096,335	172,527,355	182,134,274
Russia.....	58,897,311	61,850,734	62,186,447	65,970,350
Sumatra, Java and Borneo.....	8,662,572	8,377,099	12,612,295	14,932,799
Galicia.....	5,467,967	8,455,841	10,238,357	11,041,852
Rumania.....	6,378,184	8,118,207	8,252,157	9,321,138
India.....	4,015,803	4,344,162	5,047,038	6,676,517
Japan.....	1,710,768	2,010,639	3,481,410	2,488,742
Mexico.....	.....	1,000,000	2,070,929	2,012,409
Canada.....	569,753	788,872	1,011,180	1,316,118
Germany.....	578,610	756,631	1,009,278	1,018,837
Peru.....	534,929	741,226	527,987	420,755
Italy.....	53,577	59,875	50,968	50,000
Other.....	30,000	30,000	30,000	30,000
	213,393,410	262,628,621	285,090,399	297,413,791

*United States, 1910, 207,849,930.

These are somewhat striking statistics, and it is significant that, as compared with the year 1906, the present production of the United States alone is nearly equal to the output of the oil fields of the world at that date. California stands easily first in petroleum production in the United States, and, following a 21 per cent increase in the output in 1909, the increase in 1910 is from 54,433,000 barrels in the previous

year to 75,000,000 barrels, which more than counterbalanced the falling-off in the output from other states. The figures for other countries show that the Russian output is steadily increasing, and there is a rise in the production of Sumatra, Java, and Borneo which is very satisfactory. In other respects the table may be left to tell its own story.

BRITISH SOURCES OF SUPPLY.

It is impossible not to be impressed by the small sources of supply in British territory, and this is a factor of supreme importance in connection with the use of liquid fuel in warships. The reason given for the apathy hitherto displayed in opening up the oil supplies of the British Colonies is that the restrictions sought to be imposed have forced capitalists to turn to other fields of oil investment. That stringent precautions are necessary at the present time, when some attempts are being made to obtain capital for worthless enterprises, will be readily acknowledged, but any attempt to check the legitimate exploitation of oil lands in British territory would be a matter of regret, and where necessary the bonds of red tape should be relaxed. Attempts are now being made to develop the oil resources of British North Borneo, following the success attained in Dutch Borneo, and further work within the limits of the empire, on sound financial lines, would be an excellent move. The importance which is being attached by European powers to securing sources of oil supply within their own borders is emphasized by the decision of the Italian Government to subsidize the industry, and this leads to a consideration of the special uses for oil fuel which are attracting attention at the present time.

FOR WARSHIPS AND MERCHANT VESSELS.

The employment of oil fuel in ships of war goes back for many years. The famous report of Rear Admiral Melville, dealing with experiments carried out for the United States Navy, was issued as long since as 1902. Once the technical difficulties had been overcome, the advantages following the use of oil fuel for warship propulsion were so obvious—there is no need to reiterate them here—that its extended employment was bound to follow, and all the recently built American destroyers have been designed to burn oil fuel exclusively, while the newer battleships use oil fuel as an auxiliary to coal. The experiments carried out by the British Admiralty were also conclusive as to the advantage of oil fuel, and the hesitancy in more generally adopting it, as in the case of other European countries, has been due to the fact that reliance would have to be placed on supplies from overseas. The difficulty could be, and indeed has been, partially overcome by the provision of large oil storage, but the position is still vastly different from that which obtains in the United States, where the native sources of oil are so large. In Germany, too, although the production of oil at the present time is comparatively small, it is steadily increasing, and the Government is watching this development with the keenest interest. France, Austria, Italy and Russia are also moving in the direction of an extended use of oil for warship propulsion.

More recent developments in the maritime field relate to the use of oil fuel in merchant ships, both for steam-raising purposes and also in internal combustion engines, which, as already pointed out in *The Times*, are now being built in larger units for marine requirements. Several of the large passenger vessels sailing from American western ports make regular use of oil fuel, and a special correspondent of *The Times*, lately on the West Coast of South America, noted a considerable development in the use of oil fuel in connection not only with steamer services, but for other requirements. British shipowners are now giving special attention to the employment of oil engines for marine propulsion, and once the initial difficulties are surmounted, the field opened would be a vast one. Russia alone is said to use over 1,500,000 tons of oil in steamships.

RAILWAY AND OTHER REQUIREMENTS.

On railways the employment of liquid fuel in preference to coal is making rapid strides. In this field, as in others, by reason of the geographical position of the railroads in relation to oil supply, the United States has taken the lead. In the year 1909, the latest date for which accurate records are available, the consumption of oil fuel on United States railroads was nearly 20 million barrels. The oil generally used is crude petroleum. In Russia the railways are said to be using over 3,000,000 tons of oil annually for railway purposes, and in Austria and Rumania its employment in locomotives is being extended. In Great Britain, owing to the existence of abundant supplies of cheap coal, the burning of oil in locomotives has hardly got beyond the experimental stage. There are, of course, many other applications of liquid fuel, of which conspicuous examples may be cited in electric-power stations in foundries, in glassworks, for smelting operations; and, indeed, a case for its employment may be made out in connection with almost any type of stationary boiler. The resulting economies as compared with the use of coal for such purposes have not been touched, but while the saving varies with different classes of coal and other factors, it may be said to range from 30 per cent upwards, and in a majority of cases exceeds this percentage.

And inquired of the Government if experts have been called in to give their opinion as to the feasibility and practicability of operating such war ships as may be constructed in the near future in Canada, being operated by Fuel Oil.

Debated.

The Order of the Day being read for the Third Reading of Bill (X 1) intituled: "An Act for the relief of Mary Jane Beatty."

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. Campbell,

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. Campbell,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Mary Jane Beatty; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (J 1) intituled: "An Act to incorporate The Canadian Baptist Foreign Mission Board," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (91), intituled: "An Act to incorporate the Pacific and Peace Railway Company, as amended.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis, That the said Bill as amended be now read a third time.

The Honourable Mr. Belcourt, in amendment, moved, seconded by the Honourable Mr. McKay (Alma),

That the word "not" be inserted before the word "now" and the following words be added at the end of the question "but that it be further amended by inserting after the words 'Fort Fraser' in the fifth line of section 7 the following words:— 'or from a point at or near Dean Channel in the said Province of British Columbia, thence by the most feasible route to Fort Fraser aforesaid.'"

The question of concurrence being put upon the said motion in amendment, the same was resolved in the affirmative, and

Then, on motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill as amended be now read a third time.

The said Bill as amended was then read a third time accordingly.

The question was put whether this Bill as amended shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Seventeenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Pauline Winslow Saunderson, together with the evidence.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day the Bill (Y 1) intituled: "An Act to incorporate The Quebec and Great North-Western Railway Company," was read a second time.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Landry, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (Z 1) intituled: "An Act for the relief of Walter Harvey Kirkland."

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Third Report of the Standing Committee on Public Health and Inspection of Foods

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for resuming the further adjourned Debate on the Motion for the Second Reading (Bill 3) intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Beique, it was

Ordered, That further debate upon the said motion be postponed until tomorrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (109) intituled: "An Act respecting the Ontario and Minnesota Power Company, (Limited)," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the Rules 23 (f) 30, 63 and 119, of this House be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

A Message was brought from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS,

WEDNESDAY, 29th March, 1911.

Resolved, That a Message be sent to the Senate requesting that their Honours will give leave to the Clerk of this House to correct a clerical error in the Bill No. 123, An Act to incorporate La Banque Internationale du Canada, sent up to the Senate, by striking out the word "La" in the Title and in section 1 thereof; which word should not have appeared therein.

Ordered, That the Clerk of the House do carry the said Message to the Senate, Attest.

THOS. B. FLINT,
Clerk of the Commons.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That permission be granted as requested.

Ordered, That a Message be sent to the House of Commons by one of the Masters in Chancery to acquaint that House that the Senate has granted permission to the Clerk of the House of Commons to correct a clerical error in the Bill (123) intituled: "An Act to incorporate La Banque Internationale du Canada," as requested by their Message of the 29th instant.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

6026.—19½.

Thursday, 30th March, 1911. -

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	David,	Legris,	Power,
Beique,	Davis,	Lougheed,	Prince,
Beith,	Derbyshire,	Macdonald	Ratz,
Belcourt,	Dessaules,	(Victoria),	Riley,
Bowell	De Veber,	MacKay (Alma),	Roche,
(Sir Mackenzie),	Domville,	MacKeen,	Ross (Halifax),
Boyer,	Douglas,	McDonald	Ross (Moosejaw),
Campbell,	Edwards,	(Cape Breton),	Roy,
Cartwright	Ellis,	McHugh,	Scott
(Sir Richard),	Farrell,	McKay (Truro),	(Sir Richard),
Chevrier,	Gillmor,	McMillan,	Talbot,
Choquette,	Jaffray,	McMullen,	Thompson,
Cloran,	Jones,	McSweeney,	Watson,
Coffey,	King,	Mitchell,	Wilson,
Comeau,	Kirchhoffer,	Montplaisir,	Yeo,
Costigan,	Landry,	Owens,	Young.
Dandurand,	Lavergne,	Poirier,	

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, presented the following Report:—

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

THURSDAY, 30th March, 1911.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (A) intituled: "An Act to provide for the incorporation of Railways," beg leave to report as follows:—

Your Committee recommend that authority be given them to employ a shorthand writer to take down evidence to be given respecting the subject of this Bill, and also for the printing of such evidence and such other matter in connection therewith as they may find it necessary to print.

All which is respectfully submitted.

F. L. BEIQUE,

Chairman.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Seventeenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

THURSDAY, 30th March, 1911.

The Standing Committee on Standing Orders have the honour to make their Seventeenth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

Of the Trussed Concrete Steel Company of Canada, of the Town of Walkerville; praying for legislation authorizing the Commissioner of Patents to issue to them certain letters patent acquired by them and which, and for which the original patentees had not made the proper application in Canada, and

Of the Munderloh and Company, Limited; praying for an Act authorizing the Commissioner of Patents to receive the partial fees on certain letters patent.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (111) intituled: "An Act to incorporate the Saskatoon and Hudson Bay Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Riley, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (106) intituled: "An Act to incorporate the Lake Erie and Northern Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (101) intituled: "An Act respecting the Huron and Ontario Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (80) intituled: "An Act respecting the Buffalo, Niagara and Toronto Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Riley, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Campbell, presented to the Senate a Bill (E 2) intituled: "An Act to confer on the Commissioner of Patents certain powers for the relief of Trussed Concrete Steel Company of Canada, Limited."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Young, presented to the Senate a Bill (F 2) intituled: "An Act to incorporate the Nipigon-Albany Canal and Transportation Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Order of the Day being read for the Third Reading of Bill (Z 1) intituled: "An Act for the relief of Walter Harvey Kirkland.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Walter Harvey Kirkland; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (44), intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company."

The Honourable Mr. Beique moved, seconded by the Honourable Mr. Power.

That the said amendments be now agreed to.

The Honourable Mr. Young, in amendment moved, seconded by the Honourable Mr. Boyer, that the word "not" be inserted before the word "now" and that the following words be added at the end of the question "but that it be amended by striking out of it the Proviso Clause which the Committee proposed to add to Section 2 of the said Bill.

The question of concurrence being put thereon the same was resolved in the affirmative.

The question being again put on the main motion as amended the same was resolved in the affirmative and the said amendments were agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

The Order of the Day being read for the consideration of the Nineteenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Mary Kathleen Crittenden, together with the evidence.

The Honourable Mr. Kirchoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be adopted.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Twentieth Report of the Standing Committee on Divorce, to whom was referred the Petition of Nellie Bridgland Morrison, together with the evidence.

The Honourable Mr. Kirchoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library of Parliament.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for putting House again into Committee of the Whole on Bill (Q), intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (15) intituled: "An Act to amend the Canada Medical Act," was read a second time.

The Honourable Mr. Belcourt moved, seconded by the Honourable Mr. McKay (Alma), it was

Ordered, That the said Bill be committed to a Committee of the Whole on Tuesday next.

After debate.

On motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Power, it was

Ordered, That further debate on the said motion be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (94) intituled: "An Act respecting the Western Central Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Boyer, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (123) intituled: "An Act to incorporate Banque Internationale du Canada," was read a second time.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The House according to Order proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (32), intituled: "An Act to incorporate the Sterling Trusts Corporation."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill as amended be read a third time to-morrow.

The House according to Order proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (M 1), intituled: "An Act to incorporate the Lloyds Casualty Company of Canada."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a third time to-morrow.

The House according to Order proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (U 1), intituled: "An Act to incorporate the North-West Loan Company."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the Report made by the Standing Committee on Public Health and Inspection of Foods on Bill (I), intituled: "An Act respecting the Pollution of Navigable Waters."

The Honourable Mr. Douglas moved, seconded by the Honourable Mr. Wilson, That the said Report be now adopted.

The Honourable Mr. David, in amendment moved, seconded by the Honourable Mr. Beique, that the word "not" be inserted before the word "now," and the following words be added at the end of the question "but that it be amended by striking out of it the proposed amendment to section 3 and substituting the following in lieu thereof as sub-section 3 of said section.

"3. All sums of money recovered under this section shall be paid into the Consolidated Revenue Fund of Canada and shall be applied in such manner as is by the

Governor in Council deemed best adapted to promote the objects of this Act and to secure its due administration."

The question of concurrence being put on the said motion in amendment, the House divided and the names being called for, they were taken down as follows:—

CONTENTS.

The Honourable Messieurs:

Baird,	Costigan,	Jones,	Power,
Beique,	David,	King,	Riley,
Beith,	Davis,	Lavergne,	Ross (Moosejaw),
Boyer,	Dessaules,	McKay (Truro),	Thompson,
Campbell,	Domville,	McMillan,	Watson,
Choquette,	Douglas,	McMullen,	Wilson,
Cloran,	Ellis,	McSweeney,	Yeo—31.
Coffey,	Jaffray,	Mitchell,	

NON-CONTENTS.

The Honourable Messieurs:

Belcourt,	Dandurand,	Lougheed,	Roche,
Bowell	Edwards,	Macdonald	Scott
(Sir Mackenzie),	Farrell,	(Victoria),	(Sir Richard)—11.
Cartwright	Gillmor,		
(Sir Richard),			

The same was resolved in the affirmative.

The question being again put that the said Report, as amended, be now adopted,

The Honourable Mr. David in amendment moved, seconded by the Honourable Mr. Beique, That the word "not" be inserted before the word "now," and that the following words be added at the end of the question "but that it be further amended by striking out of it the proposed amendment to section 4 and adding the following in lieu thereof as subsection 3 of said section:—

"3. The Minister may appoint such officers as he deems necessary to carry out and enforce the provisions of this Act, and may also, by regulations as aforesaid, designate any existing board of health, or sanitary authority, or other person for such purposes."

The question of concurrence being put thereon the same was, on a division, resolved in the affirmative.

The question being again put that the said Report, as further amended, be now adopted,

The Honourable Mr. Beique in further amendment moved, seconded by the Honourable Mr. David,

That the word "not" be inserted before the word "now," and that the following words be added at the end of the question "but that they be further amended by adding the following at the end of section 9: 'and such proclamation may be issued from time to time and as regards only the territory of cities and towns, or of cities, towns and villages, or other territories, and subject to such permits or restrictions as may be embodied in such proclamation.'"

The question of concurrence being put thereon, the same was resolved in the affirmative.

The question being again put that the said Report, as further amended, be now adopted.

After debate.

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Lougheed, it was

Ordered, That further debate on the said amendments be adjourned until to-morrow.

The Order of the Day being read for resuming the further adjourned Debate on the Motion for the Second Reading (Bill 3), ' An Act respecting the Hours of Labour on Public Works.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. McMullen, it was

Ordered, That further debate on the said motion be postponed until Wednesday the 19th day of April next.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred back the Bill (56) intituled: " An Act to incorporate the Hudson Bay Mortgage Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and
That said amendments were then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

WEDNESDAY, 29th March, 1911.

The Standing Committee on Banking and Commerce, to whom, by order of your Honourable House made on Tuesday, 21st March, was referred back for further consideration their Report, made on Wednesday, 15th March, on the Bill (No. 56) from the House of Commons, intituled: " An Act to incorporate the Hudson Bay Mortgage Corporation," have in obedience to the said order, further considered the said Report and Bill and now beg leave to report the said Bill with the following amendments, viz.:—

Page 4, line 12.—Leave out from " who " to " may " in line 13.

Page 4, line 30.—Leave out paragraph (c) of clause 13.

Page 7, line 2.—After " purpose " insert the following " at which meeting shareholders representing at least two-thirds of the paid up capital stock of the Company are present in person or represented by proxy."

Page 7, line 19.—After " manner " leave out all the words to the second " and " in line 22.

All which is respectfully submitted.

F. P. THOMPSON,
Acting Chairman.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McMillan, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (K) intituled: " An Act respecting the Hamilton Provident and Loan Society," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follow:—

Page 1, line 9.—Leave out from “therefor” to the end of the Bill and substitute the following:—

“3. The aggregate amount of money deposits, together with the amount of the debentures and debenture stock issued, or to be issued, as hereinafter provided, and remaining unpaid, may be equal to but shall not at any time exceed, the aggregate of four times the then actually paid in and unimpaired permanent capital; nor shall such aggregate borrowings at any time exceed the amount of principal remaining unpaid on the mortgages and other securities then held by the Society; provided that the permitted aggregate of such borrowings shall at all times be reduced by the aggregate of the loans or advances, if any, made by the Society to its shareholders on the security of their stock in the Society: provided further, that the amount held by the Society on deposit shall not at any time exceed the aggregate amount of the Society's then actually paid up and unimpaired capital, and of its cash actually on hand, or deposited in any chartered bank or banks of Canada, and belonging to the Society.”

After clause 1 insert the following as clause 2.

“2. This Act shall come into force on the First day of December, 1916.”

With leave of the Senate.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McMillan, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (G) intituled: “An Act to incorporate the Grain Growers' Grain Company, Limited,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follow:—

Page 1, line 18.—Leave out all the clauses of the bill, from clause 2 to clause 18, both inclusive, and substitute therefor the following, as clauses 2 to 17.

“2. The persons named in section 1 of this Act shall be the first or provisional directors of the Company, a majority of whom shall form a quorum for the transaction of business.

“3. The head office of the Company shall be at the city of Winnipeg, in the province of Manitoba, and all meetings of the shareholders shall be held at the head office, but the directors may establish other offices and places of business elsewhere.

“4. The capital stock of the Company shall be two million dollars, divided into shares of twenty-five dollars each.

“5. No shareholder of the Company shall hold or own more than forty shares in the share capital of the Company.

“6. Those persons only who are farmers or owners or lessees of farms, and the wives and children of such persons, shall be eligible to hold shares in the Company; provided however that shares may be allotted to any person not so eligible on resolution adopted by vote of two-thirds of the shareholders of the Company present or represented by proxy at any meeting of the Company.

“7. The Company shall not be bound to register any transfer of shares in the capital stock of the Company, except to the assignee in insolvency of a shareholder, or the legal representative of a shareholder on the death of such shareholder, or the committee in lunacy, tutor or curator of a shareholder, unless by resolution of a majority of shareholders of the Company present or represented by proxy at a meeting of the Company sanctioning the transfer of such shares has been authorized.

"8. After the whole of the capital stock of the Company has been subscribed or issued and fifty per cent thereof has been paid up, the capital stock may be increased, from time to time, to an amount not exceeding five million dollars, by the directors of the Company, under the authority of a vote of not less than two-thirds of the shareholders present or represented by proxy at a general or special meeting duly called to consider a by-law to increase the capital stock; and such increased capital stock shall be issued and held subject to the same conditions and shall be dealt with in the same manner as the original capital stock of the Company.

"9. A shareholder of the Company shall have but one vote, and shall not be entitled to a vote for each share in the stock of the Company he may own.

"10. Notwithstanding the provisions of section 128 of *The Companies Act* the Company may, by by-law, provide that the directors shall be elected for one, two or three years. If the by-law provides for a two years' or three years' term of office it may also provide either,—

(a) that the term of office shall be continuous for all directors; or—

(b) that a certain proportion of the directors, not less than one-third, shall retire annually.

"11. The Company may acquire, by purchase or otherwise, the franchises, undertaking, real and personal property, and other assets of the 'Grain Growers' Grain Company, Limited,' a company incorporated under *The Manitoba Joint Stock Companies Act*, subject however to all the duties and obligations of the said company; and may pay for the same wholly or partly in cash, or wholly or partly in fully paid-up shares of the Company, or wholly or partly in debentures of the Company, or otherwise; and, in the event of such acquisition, the Company may continue and carry on as a going concern the business of the said Company.

"12. The Company shall not exercise any of the powers conferred upon it by sections 13 and 14 of this Act until an agreement for the purposes of section 11 of this Act has been entered into between the Company and the said 'Grain Growers' Grain Company, Limited,' except where the exercise of any of the said powers may be necessary for the purposes of entering into or carrying out the said agreement.

"13. The objects or purposes of the Company shall be to produce, manufacture, import, export, buy, sell, deal in and deal with all cereals, fruit, vegetable, animal or other products of the farm, all products or by-products thereof, and all machinery, implements, goods, wares and merchandise which may be used in the production and manufacture of products of the farm, and all articles, substances and things which may be utilized in the said production or in the maintenance, cultivation, improvement and development of farms; and without restricting the generality of the foregoing expressions, to carry on the business of a farmer in all its branches.

"14. For the objects and purposes set forth in section 13 of this Act, the Company may—

"(a) manufacture, buy, sell, deal in and deal with timber, lumber, hardware, bricks, stone, tiles, wood products of all kinds, building material of every description, and all kinds of merchandise and supplies;

"(b) manufacture, develop, transmit, distribute and use pneumatic, hydraulic, electric or other power or force for any purpose for which the same may be used, and manufacture, buy, sell and deal in all machinery, implements and material necessary for the manufacture, development, transmission and distribution of pneumatic, hydraulic, electric or other power or force: Provided, however, that any distribution or transmission of power or force beyond the lands of the Company shall be subject to local and municipal regulations in that behalf;

"(c) purchase, acquire, develop, operate, hold, dispose of, or otherwise turn to account timber lands, timber licenses, coal lands, quarries, water-powers, and other lands for the purposes of the Company;

“(d) subscribe for, purchase or otherwise acquire, and hold, sell or otherwise dispose of the shares, bonds, debentures or other securities of any bank, or of any printing or publishing company, but in the case of a bank to no greater extent than one-fourth of the capital stock of such bank;

“(e) purchase or otherwise acquire, build, operate and charter ships, barges, vessels or other means of transporting passengers and cargo by water;

“(f) enter into any arrangement with any authorities, municipal, local or otherwise, that may seem conducive to the Company's objects, or any of them, and obtain from any such authority any rights, privileges and concessions which the Company may think it desirable to obtain, and carry out, exercise and comply with any such arrangements, rights, privileges and concessions;

“(g) acquire or undertake the whole or any part of the business, property and liabilities of any person or company carrying on any business which the Company is authorized to carry on or possessed of property suitable for the purposes of the Company;

“(h) apply for, purchase or otherwise acquire, any patents, licenses, concessions and the like, conferring any exclusive or non-exclusive, or limited rights to use, or any secret or other information as to, any invention which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated directly or indirectly to benefit the Company, and use, exercise, develop or grant licenses in respect of, or otherwise turn to account, the property, rights or information so acquired;

“(i) construct, improve, maintain, work, manage, carry out or control any roads, ways, tramways, branches or sidings on lands owned or controlled by the Company, bridges, reservoirs, water-courses, wharves, manufactories, warehouses, elevators, electric works, shops, stores, office buildings, and other works and conveniences, and contribute to, subsidize, or otherwise assist or take part in, the construction, improvement, maintenance, working, management, carrying out or control thereof;

“(j) lend money to customers and others having dealings with the Company and guarantee the performance of contracts by any such persons; notwithstanding the provisions of section 167 of *The Companies Act*;

“(k) draw, make, accept, endorse, discount, execute and issue, promissory notes, bills of exchange, bills of lading, warrants, and other negotiable or transferable instruments;

“(l) sell or dispose of the undertaking of the Company, or any part thereof, for such consideration as the Company may think fit, and in particular for shares, debentures or securities of any other company having objects altogether or in part similar to those of the Company;

“(m) do all or any of the above things as principals, agents, contractors, trustees or otherwise, and either alone or in conjunction with others;

“(n) do all such other things as are incidental or conducive to the attainments of the objects or purposes of the Company.

“15. If authorized by by-law, sanctioned by a vote of not less than two-thirds of the shareholders of the Company present or represented by proxy at a general or special meeting of the Company duly called for considering the by-law, the directors may from time to time—

“(a) borrow money upon the credit of the Company;

“(b) limit or increase the amount to be borrowed;

“(c) issue bonds, debentures or other securities of the Company for sums not less than one hundred dollars each, and pledge or sell the same for such sums and at such prices as may be deemed expedient: Provided that such bonds, debentures or other securities may be for sums not less than twenty pounds sterling, five hundred francs, or four hundred marks, or for sums not less than the nearest equivalent in round figures of other money to one hundred dollars in Canadian currency;

"(d) hypothecate, mortgage, or pledge the real or personal property of the Company, or both, to secure any such bonds, debentures or other securities and any money borrowed for the purposes of the Company.

"2. Nothing in this section contained shall limit or restrict the borrowing of money by the Company on bills of exchange or promissory notes made, drawn, accepted or endorsed by or on behalf of the Company.

"16. The directors of the Company may set apart from the earnings and profits in any year of the Company so much thereof as the directors deem necessary and proper for use as a reserve fund, in addition to the capital and assets of the Company, to be used by the directors with said capital and assets in carrying on the business of the Company.

"2. The Company may at any annual general meeting of the Company, on resolution adopted by a vote of the shareholders present or represented by proxy at such meeting, order that when the profits of the Company in any year show a surplus after providing a dividend of not less than eight per cent on the par value of the subscribed capital of the Company and any sum set apart by the directors as or towards a reserve fund, the said surplus shall be distributed among the shareholders of the Company upon such basis and in such proportions as may be set out in the said resolution; provided however that notice of the said resolution shall be mailed or delivered to the shareholders of the Company at the same time that notice of the date of such annual general meeting of the Company is mailed or delivered to the Company's shareholders.

"17. The Company may, on resolution adopted by a vote of shareholders present or represented by proxy at any general meeting of the Company, notice of the resolution having been mailed or delivered, with the notice convening such meeting, to the shareholders of the Company, constitute from the earnings of the Company superannuation, pension, annuity, insurance and invalidity funds, for the benefit of officers and servants of the Company, under and upon such scheme as has been adopted at such meeting by such vote."

All which is respectfully submitted.

F. P. THOMPSON,
Acting Chairman

With leave of the Senate.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McMillan, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (62) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 23.—For clause 3 substitute the following:—

"3. The Company is hereby authorized to convert fifty thousand shares of its capital stock from common stock into five per cent noncumulative preferred stock, and the Company shall be deemed to have possessed the said power of conversion from the date of its incorporation."

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That Rules 24 (a) (h) and 129, of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill as amended was then read a third time accordingly.

The question was put whether this Bill as amended shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Power,

The Senate adjourned until half past two o'clock to-morrow.

Friday, 31st March, 1911.

The Members convened were:—

The Honourable LAWRENCE GEOFFREY POWER, Speaker.

The Honourable Messieurs.

Baird,	Costigan,	Lavergne,	Ratz,
Beique,	Davis,	Legris,	Riley,
Beith,	Derbyshire,	Lougheed,	Roche,
Belcourt,	Dessaulles,	Macdonald	Ross (Halifax),
Bowell	De Veber,	(Victoria),	Ross (Moosejaw),
(Sir Mackenzie),	Domville,	MacKeen,	Roy,
Boyer,	Douglas,	McHugh,	Scott
Campbell,	Edwards,	McKay (Truro),	(Sir Richard),
Cartwright	Ellis,	McMullen,	Talbot,
(Sir Richard),	Farrell,	McSweeney,	Tessier,
Casgrain,	Gillmor,	Mitchell,	Thompson,
Chevrier,	Jaffray,	Montplaisir,	Watson,
Choquette,	Jones,	Poirier,	Wilson,
Cloran,	King,	Power,	Yeo,
Coffey,	Kirchhoffer,	Price,	Young.
Comeau,	Landry,		

The Clerk informed the Senate, at the Table, that His Honour the Speaker was unavoidably detained, and would be unable to attend the sitting of the Senate.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Beique.

That owing to the unavoidable absence of His Honour the Speaker, and in compliance with Section 3, Chapter 12, Revised Statutes of Canada, the Honourable Mr. Power be appointed Speaker of the Senate.

The question of concurrence having been put thereon, the Clerk declared the same carried in the affirmative, by order of the Senate.

Whereupon the Honourable Mr. Power took the Chair.

PRAYERS.

The Honourable Mr. Young, presented to the Senate a Bill (G 2) intituled: "An Act to incorporate the High River, Saskatchewan and Hudson Bay Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

Then, On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (K 1) intituled: "An Act to incorporate the Hudson Bay, Peace River and Pacific Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 11.—Leave out from "from" to "in" and substitute therefor, "the city of Winnipeg, easterly and northerly, to Port Nelson on Hudson Bay; thence."

Page 2, line 25.—After "Saskatchewan" insert the following as sub-section 2:—

"2. If in the opinion of the Board of Railway Commissioners for Canada, owing to the configuration of the country through the Pass by which the said railway crosses the Rocky Mountains it is impracticable or unduly expensive to build more than one line of railway through the said pass, the Company shall grant running powers to any other railway company applying therefor over its railway through the said pass, and also over the approaches thereto, on terms to be agreed upon, or to be settled, in case of difference, by the Board of Railway Commissioners for Canada."

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That Rules 24 (a) and (h) and 129, of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill, as amended, was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (R 1) intituled: "An Act to incorporate The Ontario Railways Company." reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 14.—For "The Ontario Railways Company" substitute "The Ontario Michigan Railway Company."

IN THE TITLE.

For the "The Ontario Railways Company" substitute "The Ontario Michigan Railway Company."

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That Rules 24 (a) and (h) and 129, of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass and the title be "An Act to incorporate the Ontario-Michigan Railway Company."

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (N 1) intituled: "An Act to incorporate the Pacific and Hudson Bay Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 18.—For "Valley" substitute "Pass."

Page 2, line 25.—After "Bay" insert the following as sub-section 2 to section 8:—

"2. If in the opinion of the Board of Railway Commissioners for Canada, owing to the configuration of the country through the said Pine River Pass, it is impracticable or unduly expensive to build more than one line of railway through the said pass, the Company shall grant running powers to any other railway company applying therefor over its railway through the said pass, and also over the approaches thereto, on terms to be agreed upon, or to be settled, in case of difference, by the Board of Railway Commissioners for Canada."

Page 3, line 23.—Leave out all the words from "time" to the end of clause 13.

Page 3, line 32.—After clause 13 insert the following as clause "A."

CLAUSE "A."

Nothing in this Act or in *The Telegraphs Act* shall authorize the Company to construct or operate any telegraph or telephone lines or any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company's works and not required for the undertaking of the Company, upon, along or across any highway or public place, without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose of or distribute power or energy within or for use within the limits of any municipality, without the consent, expressed by by-law, of such municipality.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That Rules 24 (a) and (h) and 129, of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (105) intituled: "An Act to incorporate the Imperial Steamship Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 22.—Leave out from "Act" to the end of clause 9 and substitute therefor, "except such provisions thereof as relate to the expropriation of lands."

Page 2, line 30.—For "cost" substitute "value."

Page 2, line 41.—Leave out from "company" to the end of clause 12.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That Rules 24 (a) and (h) and 129, of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (V 1) intituled: "An Act respecting the Alsek and Yukon Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

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That said amendments were then read by the Clerk, as follows:—

Page 1, line 6.—For “four” substitute “two.”

Page 1, line 9.—For “seven” substitute “five.”

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (W 1) intituled: “An Act to incorporate the New Ontario and Quebec Railway Company,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 13.—After the second “The” insert “Now.”

Page 2, line 30.—Leave out from “therewith” to the end of clause 9.

Page 3, line 17.—After “Company” add the following as clause “A.”

CLAUSE “A.”

Nothing in this Act or in *The Telegraphs Act* shall authorize the Company to construct or operate any telegraph or telephone lines or any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company’s works and not required for the undertaking of the Company, upon, along or across any highway or public place, without first obtaining the consent expressed by by-law of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose of or distribute power or energy within or for use within the limits of any municipality without the consent, expressed by by-law, of such municipality.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (113) intituled: "An Act to incorporate the British Columbia and Central Canada Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 2, line 13.—After "territories" add the following as sub-section 2 to section 7:—

"2. If in the opinion of the Board of Railway Commissioners for Canada, owing to the configuration of the country through the Pass by which the railway crosses the Rocky Mountains it is impracticable or unduly expensive to build more than one line of railway through the said pass, the Company shall grant running powers to any other railway company applying therefor over its railway through the said pass, and also over the approaches thereto, on terms to be agreed upon, or to be settled in case of difference, by the Board of Railway Commissioners for Canada."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (110) intituled: "An Act respecting the Peoples' Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 5, line 23.—Leave out from "Company" to the end of clause 16.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (O 1) intituled: "An Act to amend and consolidate the Acts relating to the Harbour of Toronto," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 13.—For "Acts" substitute "enactments."

Page 1, line 15.—For clause 3 substitute the following:—

"3. The Commissioners appointed from time to time in accordance with the provisions of this Act are hereby constituted a corporation under the name of "The Toronto Harbour Commissioners."

Page 2, line 17.—Strike out clause 5.

Page 2, line 24.—For clause 6 substitute the following:—

"6. For the purposes of this Act, the port and harbour of Toronto shall be deemed to include all the waters west of a line drawn due south astronomically one statute mile from the point where the east limit of the city intersects the water's edge of Lake Ontario at high water, east of a line drawn due south astronomically one statute mile from the point where a line drawn due south astronomically from the west limit of the city on the Lake Shore road intersects the water's edge of Lake Ontario at high water, and north of lines drawn from the southern extremities of the said two lines through a point one statute mile due south of Gibraltar Point lighthouse; together with the dock and other water front property and water lots within the city limits; also the docks, shores and beaches of the island and peninsula."

Page 2, line 38.—Add the following as sub-clause 2 to clause 8:—

"2. The Commissioners to be appointed by the city of Toronto shall be nominated to the council by the Board of Control; and no Commissioner shall be appointed or selected by the council in the absence of such nomination without an affirmative vote of at least two-thirds of the members of the Council present and voting; but the Council may by a majority vote refer such nomination back to the Board of Control for re-consideration."

Page 3, line 1.—For clause 9 substitute the following:—

"9. A commissioner appointed by the Governor in Council may resign his office by notifying in writing the Governor in Council of such resignation and a commissioner appointed by the council of the city of Toronto by notifying in writing the said council of such resignation."

Page 3, line 4.—For clause 10 substitute the following:—

"10. Whenever a vacancy occurs among the commissioners appointed by the council of the city of Toronto or upon the recommendation of the Board of Trade of the city of Toronto, whether such vacancy occurs by expiration of term of office, or otherwise, the body by which the commissioner so retiring was appointed or recommended shall, within thirty days, appoint or recommend his successor, and, in default of such appointment or recommendation being made within the said period, the Governor in Council may appoint a person to fill such vacancy, and the person so appointed shall hold office in all respects as the commissioner in whose place he is appointed would have held it."

Page 3, line 23.—For "all such" substitute "a harbour master and such other."

Page 3, line 36.—Strike out sub-clause 2 of clause 15.

Page 4, line 9.—For clause 16 substitute the following as clause 16 and 17:—

"16. The Corporation may hold, take, develop and administer on behalf of the city of Toronto, subject to such terms and conditions as may, at the time the control thereof is transferred to the Corporation, be agreed upon with the council of the

city, the area known as Ashbridge's Bay, together with the dock property and water lots owned by the city of Toronto in the harbour as defined by this Act, and all other property which may be placed under the jurisdiction of the Corporation."

"2. The Corporation shall have power to acquire, expropriate, hold, sell, lease and otherwise dispose of such real estate, building or other property as it may deem necessary or desirable for the development, improvement, maintenance and protection of the harbour as in this Act defined, or for the management, development and control of such property, or for any of the other purposes of this Act, and to re-invest the proceeds arising therefrom in their discretion.

"3. Notwithstanding anything in this Act contained, the Corporation shall not, without the previous consent of the Governor in Council, sell, alienate, mortgage, or otherwise dispose of any land acquired by its predecessors or by it from the Government of the former province of Upper Canada, or of the former province of Canada, or of Canada.

"17. The Corporations shall have power to regulate and control the use and development of all land and property on the water front within the limits of the city, and all docks, wharves, channels, buildings and equipment erected or used in connection therewith, and for these purposes may pass by-laws as hereinafter provided.

"2. The Corporation shall have power to construct and maintain docks, channels, warehouses, cranes or other buildings, equipment and appliances, for use in the carrying on of harbour or transportation business, with power to sell, lease or operate the same.

"3. The Corporation may, subject to such provisions of *The Railway Act* as are applicable to the exercise of the powers granted by this subsection:—

(a) construct, acquire by purchase, lease or otherwise, maintain and operate railways within the boundaries of the port and harbour of Toronto as defined by this Act;

(b) from time to time enter into agreements with any railway company or companies for the maintenance, by such company or by all or any of such companies, of such railways and the operation thereof by any motive power, and so as at all times to afford all other railway companies whose lines reach the harbour the same facilities for traffic as those enjoyed by such company or companies;

(c) make arrangements with railway companies and navigation companies for facilitating traffic to, from and in the harbour, or for making connection between such companies' lines or vessels and those of the Corporation; but nothing in this subsection shall be deemed to constitute the Corporation a railway Company.

"4. The Corporation may own and operate by any motive power all kinds of appliances, plant and machinery for the purposes of increasing the usefulness of the harbour or facilitating the traffic therein.

"5. Any work undertaken by the Corporation affecting the use of any navigable waters shall be subject to the provisions of *The Navigable Waters' Protection Act*:

Page 5, line 12.—For "section" substitute "sections."

Page 5, line 16.—After "improvements" insert "and all other liabilities of the Corporation."

Page 5, line 26.—Strike out clause 19.

Page 5, line 32.—For clause 20 substitute the following:—

"20. Whenever the Corporation desires to acquire any lands for any of the purposes of this Act, should the Corporation be unable to agree with the owner of the property which it is authorized to purchase, as to the price to be paid therefor, then the Corporation shall have the right to acquire the same without the consent of the owner, and the provisions of *The Railway Act* relating to taking land by railway companies shall *mutatis mutandis* be applicable to the acquisition of such lands by the Corporation.

Page 6, line 19.—For "shall" substitute "may."

Page 6, line 20.—Leave out from “Corporation” to the end of sub-section 1, and insert “subject to the several exceptions contained in section 16 of this Act.”

Page 8, line 2.—After “Corporation” insert the following as sub-section 2:—
“2. No such by-law shall have force or effect until confirmed by the Governor in Council and published in *The Canada Gazette*.”

Page 8, line 3.—Leave out “such.”

Page 8, line 8.—Leave out “by the Corporation.”

Page 9, line 33.—Leave out clause 32.

IN THE SCHEDULE.

Add: 25 Victoria, c. 26, An Act to amend the Act for the management of the Toronto Harbour.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (A1) intituled: “An Act to incorporate the Restigouche Riparian Association,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 14.—Leave out clauses 1 and 2, and substitute therefor the following, as clauses 1, 2 and 3:—

“1. The persons mentioned by name in the preamble to this Act, and all persons, other than corporations, who are at the date of the passing of this Act members of the unincorporated Association referred to in the preamble to this Act, and all such persons as thereafter, under the provisions of this Act, become members of the corporation hereby constituted, are hereby constituted a corporation under the name of ‘The Restigouche Riparian Association,’ hereinafter called ‘the Association.’

“2. The purposes of the Association shall be to promote and assist—

“(a) the perpetuation of the Restigouche and Matapedia Rivers as salmon streams;

“(b) the propagation by both natural and artificial means, of Atlantic Salmon in those waters; and, if so deemed expedient by the Association, in any other waters in Canada.

“3. The constitution of the said unincorporated association is set forth in the schedule to this Act. The description of the objects of the said unincorporated association as set forth in the second paragraph of the schedule is replaced by section 2 of this Act. The said constitution as set forth in the said schedule shall otherwise be the constitution of the Association, except in so far as it is inconsistent with this Act.

"2. The Association may from time to time amend its constitution in any manner not inconsistent with this Act or otherwise contrary to law."

Page 2, line 28.—Leave out from "alter" to "for" in line 29, both inclusive, and substitute therefor "by-laws, not contrary to law or to the provisions of this Act, for."

Page 2, line 31.—After "time" insert "but no such corporate body shall be a member of the Association."

Page 3, line 10.—For clause 5 substitute the following as clause 6:—

"6. Subject to provincial laws, the Association may acquire by gift, purchase or lease such real property, not exceeding in the aggregate the value of one hundred thousand dollars, as may be required for its actual use and occupation and for the carrying out its purposes, and may hold, use, manage, sell, lease, mortgage or otherwise dispose of the same."

Page 3, line 36.—For clause 7 substitute the following as clauses 8 and 9:—

"8. Within six months after the passing of this Act the Association shall cause to be entered in a register to be kept for that purpose at the head office of the Association, and to be certified therein by the signature of the secretary of the Association, the then existing constitution and by-laws of the Association, and a list of the members of the Association, giving the full name, occupation, and post office address of each member.

"2. Thereafter the Association shall cause to be entered in the said register and to be so certified forthwith, all changes made in the constitution or in the by-laws, all new by-laws made, and all changes in the list of members or in the details thereof hereinabove required.

"3. When the register is first made the Association shall forthwith deposit a certified copy thereof in the offices of the Secretary of State of Canada, the Provincial Secretary of the Province of Quebec and the Provincial Secretary of the Province of New Brunswick respectively. These copies shall be certified under the seal of the Corporation and the signature of the presiding officer or of the secretary of the Association.

"4. On or before the first day of March in every year, the Association shall deposit in each of the said offices a copy so certified of the said register containing all such changes as are mentioned in subsection 2 of this section which have been made up to the thirty-first day of December next preceding.

"5. For any failure or neglect to comply with the foregoing requirements of this section the Association shall be liable, on summary conviction thereof, to a fine not exceeding fifty dollars.

"9. Nothing contained in this Act shall be construed as intended to take away, or impair in any manner whatsoever, any right, duty, power, privilege, obligation or liability of any authority or person, with regard to the Rivers Restigouche and Matapedia or any waters tributary to either of those rivers."

In the Preamble.

Line 7.—Leave out from "time" to "and" in line 27 and substitute therefor "and whereas the said Association desires to become incorporated for the purposes hereinafter set forth."

With leave of the Senate,

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (75) intituled: "An Act respecting the McClary Manufacturing Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 8.—Strike out clause 12 and insert the following in lieu thereof:—

"12. The directors may from time to time, if authorized by by-law sanctioned by a vote of the shareholders present in person or represented by proxy at any general meeting duly called for that purpose and representing not less than two-thirds in value of the subscribed stock of the company use the funds of the company in the purchase of stock in any other company authorized to carry on business similar to that which the company is authorized to carry."

Page 1, line 28.—After "of" insert "the shareholders present in person or represented by proxy at any general meeting duly called for that purpose and representing."

Page 1, line 29.—Leave out from "Company" to 15, in line 31.

Page 1, line 32.—After "of" insert "the shareholders present in person or represented by proxy at any general meeting duly called for that purpose and representing."

Page 1, line 33.—Leave out from "Company" to (a) in line 1, page 2.

With leave of the Senate,

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Thompson, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (V) intituled: "An Act respecting a Patent of the Goldschmidt Thermit Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 22.—Leave out "sixty" and insert "six."

Page 1, line 23.—Leave out from "person" to "has."

Page 1, line 29.—Leave out from “passed” to the end of the Bill.

With leave of the Senate,

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill, be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (43) intituled: “An Act respecting a Patent of Conduits Company, Limited,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 23.—Leave out from “person” to “has.”

Page 1, line 30.—Leave out from “passed” to the end of the Bill.

With leave of the Senate.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That Rules 24 (a) and (h) and 129 be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill, as amended, be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (111) intituled: “An Act to incorporate the Saskatoon and Hudson Bay Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (106) intituled: “An Act to incorporate the Lake Erie and Northern Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (101) intituled: “An Act respecting the Huron and Ontario Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (80) intituled: "An Act respecting the Buffalo, Niagara and Toronto Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (44) intituled: "An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (32) intituled: "An Act to incorporate the Sterling Trusts Corporation," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (M1) intituled: "An Act to incorporate Lloyds Casualty Company," was, as amended, read a third time.

The question was put whether this Bill shall pass and the title be "An Act to incorporate The Casualty Company"?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (U1) intituled: "An Act to incorporate the North-West Loan Company," was read a third time.

The question was put whether this Bill shall pass and that the title shall be "An Act to incorporate The Canada West Loan Corporation"?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (A2) intituled: "An Act respecting the Joliette and Lake Manuan Colonization Railway Company," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the Seventeenth Report of the Standing Committee on Divorce, to whom was referred the Petition of Pauline Winslow Saunderson, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed,

That the said Report be now adopted.

Which being objected to, and

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (B2) intituled: "An Act for the relief of Robert William Logan."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson,

That the said Bill be read a third time on Tuesday next.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (C2) intituled: "An Act respecting a Patent of the Boiler Flue Cleaner and Supply Company, Limited," was read a second time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (D2) intituled: "An Act respecting the Canada Cement Company, Limited," was read a second time.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The House, according to Order, resumed the adjourned Debate on the Motion for the adoption of the Report, as further amended, made by the Standing Committee on Public Health and the Inspection of Foods to Bill (I), intituled "An Act respecting the Pollution of Navigable Waters."

After debate.

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Kirchhoffer, it was

Ordered, That further debate on the said motion be adjourned until Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (56), intituled "An Act to incorporate the Hudson Bay Mortgage Corporation."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the Rules 24 (a) and 129 be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill, as amended, be read a third time.

The said Bill, as amended, was then read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (K), intituled "An Act respecting the Hamilton Provident and Loan Society."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the Rules 24 (a) and 129 be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (G), intituled "An Act to incorporate the Grain Growers' Grain Company, Limited."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the Rules 24 (a) and 129 be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at Three o'clock in the afternoon.

Tuesday, 4th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beith,	Davis,	MacKeen,	Ratz,
Belcourt,	Derbyshire,	McDonald	Riley,
Bolduc,	Dessaulles,	(Cape Breton),	Ross (Halifax),
Bowell	Domville,	McHugh,	Roy,
(Sir Mackenzie),	Douglas,	McKay (Truro),	Scott
Boyer,	Edwards,	McMillan,	(Sir Richard),
Cartwright	Gillmor,	McMullen,	Talbot,
(Sir Richard),	Jones,	McSweeney,	Tessier,
Casgrain,	Kirchhoffer,	Mitchell,	Thompson,
Chevrier,	Lavergne,	Montplaisir,	Watson,
Cloran,	Macdonald	Poirier,	Yeo,
Costigan,	(Victoria),	Power,	Young.

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Yeo:—

Of the Cariboo, Barkerville and Willow River Railway Company.

A Message was brought from the House of Commons by their Clerk with a Bill (160) intituled: "An Act for granting to His Majesty certain sums of money for the Public Service of the financial years ending, respectively, the 31st March, 1911, and 31st March, 1912," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Casgrain, it was

Ordered, That Rules 23 (f), 24 (a) and (b), 63 and 129 of this House be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons, to return the Bill (X) intituled: "An Act respecting the Manitoba Radial Railway Company," and the Bill (Y) intituled: "An Act respecting the Hamilton, Waterloo and Guelph Railway Company," without amendment.

Another Message was also brought from the House of Commons, to return the Bills Nos. 44, 60, 73, 81, 82, 92 and 113, intituled respectively:—

"An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company."

"An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company."

"An Act respecting the Grand Trunk Pacific Branch Lines Company."

"An Act to incorporate the Canadian Northern Branch Lines Company."

"An Act respecting the Kettle River Valley Railway Company, and to change its name to the Kettle Valley Railway Company."

"An Act respecting the Alberta Central Railway Company."

"An Act to incorporate the British Columbia and Central Canada Railway Company."

And stating that they have agreed to the amendments made by the Senate to the said Bills, without any amendment.

Another Message was also brought from the House of Commons, to return the Bills B 1, C 1, D 1, E 1, F 1, G 1, H 1, S 1 and T 1, being Acts for the relief of

"Maggie Florence Sadler."

"Gertrude Maud Grant."

"George Addison Brown."

"Mary Hamilton Johnston."

"Dalton Mabel Stapleton."

"Lorne Forbes Robertson."

"Cecil Ernest Freeman."

"Ethel May Hornell."

"Paulina Verena Meyer."

together with the evidence relative to said Bills.

The Honourable Mr. Thompson, acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (123) intituled: "An Act to incorporate Banque Internationale du Canada," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That Rules 24 (a) and 129 be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

The Honourable Mr. Jones, from the Special Committee to whom was referred Clauses 122, 123 and 242 of Bill (Q) intituled: "An Act respecting Grain," presented the following Report:—

Ordered, That it be received.

The same was then read by the Clerk, as follows:—

COMMITTEE ROOM No. 8,

4th April, 1911.

The Special Committee, to whom was referred clauses 122, 123 and 242 of Bill (Q), "An Act respecting Grain," have in obedience to the Order of reference of 15th March, examined the said clauses and now have the honour to report the same with the following amendments, viz:—

Page 31, line 36.—Leave out "the law" and insert "and rules and regulations made by the Board."

Page 31, line 40.—After "law" insert "or rule or regulation."

Page 31, line 41.—After "Board" insert "provided that in case of such revocation there may be an appeal to the Governor in Council, but, pending the hearing thereof, the revocation shall continue in force."

Page 32.—Leave out section 123.

Page 64.—Strike out paragraph (a) of section 242.

Your Committee have the honour to report that, in their opinion, section 123 and paragraph (a) of section 242 be stricken out, and that due provision be made for the operation of what are commonly known as "Hospital Elevators," subject to rules and regulations to be made by the Board.

And that full power be given to the Board, subject to the approval of the Governor in Council, to make, from time to time, such further rules and regulations as may be deemed expedient to ensure terminal elevators being managed and operated in the best interests of grain growers and of the country at large.

Your Committee have heard evidence from various sources for and against the said Clauses, including representatives of Western Grain Growers, Terminal Elevators, Exporters, Milling and other interests.

A copy of this evidence in printed form is herewith presented to the House. All which is respectfully submitted.

L. MELVIN JONES,

Chairman.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Report be taken into consideration on the Twentieth instant.

The Honourable Mr. Davis, from the Special Committee to whom was referred Clauses 122, 123 and 242 of Bill (Q), An Act respecting Grain, presented the following minority Report:—

COMMITTEE ROOM No. 8,

3rd April, 1911.

We, the undersigned members of the Special Committee appointed to consider Clauses 122, 123 and 242 of Bill Q, beg leave to recommend that these sections should stand.

The manner in which the grain trade has been carried on in terminal elevators has not been in the interests of the public, and this is one of the particular griev-

ances which this Bill is designed to remedy. It has been drafted after hearing the complaints and contentions of the aggrieved public, and is considered to be the minimum amount of legislation necessary to bring about the required reform.

The only objection made before the Committee to the above mentioned sections was made by a small section of elevator men whose interests were opposed to the public good and whose methods of operating the elevators is largely responsible for the proposed legislation. These men did not contend that these sections were not in the public interests, but that particular vested rights in terminal elevators would suffer under their operation. But, in our opinion, these men did not succeed in showing any such sacrifice of vested rights as would warrant the elimination of the said sections. Even under the existing law all terminal elevators were considered public elevators and subject to the strictest Government control, and subject to changes at any time that might be considered in the public interests. These men were not able to show that the proposed legislation would seriously interfere with their earning power, but, on the other hand, admitted that under the proposed legislation the increased production of grain annually would be more than sufficient to keep all the elevators going at a profit, and that, the Government having control of the rates to be charged, would be a guarantee that these rates would be sufficient to pay a fair dividend on investments.

The evidence given before the Committee went to show that the operators of the terminal elevators invariably operate a series of other elevators in connection therewith, and that such combinations tend to extinguish or drive out of business all elevators that are not connected with a terminal elevator. Under the proposed legislation all elevators would have an equal chance, so that even if the vested rights of a few should suffer, the vested rights of many would be saved. While, on the one hand, there are a few asking for the elimination of portions of these sections, there are, on the other hand, the representatives of 300,000 farmers and of 300 millers of Canada asking the Government for this beneficent legislation, by means of which the high standard of Canadian grain and its products will be maintained in the markets of the world, and by which the grain producers, rather than the grain manipulators, will receive the profits to be derived therefrom.

Mr. Watts, Secretary of the Millers' Association of Ontario, one of the best informed men that gave evidence before the Committee, showed conclusively that it was absolutely necessary to retain those clauses in the interests of the grain trade of the Dominion, and that there was no danger of vested interests being affected. Mr. Hogg, of the Grain Section of the Toronto Board of Trade, gave evidence to the same effect, as did Mr. Flavelle, who represents the great milling interests of the country. Mr. McKenzie, Secretary of the Grain Growers of Manitoba, Mr. Maharg, President of Saskatchewan Grain Growers, and Mr. Bower, of the United Farmers of Alberta, and President of the Canadian Council of Agriculture, representing the farming interests of Canada, showed that it was absolutely necessary to retain those clauses in the interests of the farmers and country generally, with the object of keeping our grain at the present high standard.

As the law now stands the Western grain trade is being monopolized by a few magnates, and the situation is becoming worse from year to year. The sections under consideration strike at the root of this trouble, and will relieve the present undesirable condition of affairs. If these sections are eliminated the petitions of the people for relief will have been disregarded.

JAMES M. DOUGLAS,
THOS. O. DAVIS,
P. TALBOT.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Report be taken into consideration by the Senate on the Twentieth instant.

His Honour the Speaker informed the Senate, that he had received the following communication from the Governor General's Secretary:—

OTTAWA, 4th April, 1911.

SIR,—I have the honour to inform you that the Right Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber on the 4th instant at 3.15 o'clock, to give the Royal Assent to certain Bills which have passed the Senate and the House of Commons during the present Session of Parliament.

I have the honour to be, sir,

Your obedient servant,

D. O. MALCOLM,

Governor General's Secretary.

The Honourable,
The Speaker of the Senate.

The Honourable Mr. Watson presented to the Senate a Bill (H 2) intituled: "An Act for the relief of Mary Kathleen Crittenden."

The said Bill was read a first time.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Thompson, That the said Bill be read a second time on the Twentieth instant.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Watson presented to the Senate a Bill (I 2) intituled: "An Act to incorporate the Continental Fire Insurance Company."

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Thompson, it was

Ordered, That Rules 23 (f) and (30 and (63) of this House be suspended with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Honourable Mr. Thompson presented to the Senate a Bill (J 2) intituled: "An Act for the relief of Pauline Winslow Saunderson."

The said Bill was read a first time.

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. Jones, That the said Bill be read a second time on the Twentieth instant.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (K 2) intituled: "An Act for the relief of Nellie Bridgland Morrison."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Douglas, That the said Bill be read a second time on the Twentieth instant.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (L 2) intituled: "An Act for the relief of Frances Whittington Truesdell."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Douglas, That the said Bill be read a second time on the Twentieth instant.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Casgrain presented to the Senate a Bill (M 2) intituled: "An Act to amend the Juvenile Delinquents Act, 1908."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on the Twentieth instant.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 22nd February, 1911, for a copy of all Orders in Council and of all orders issued by the Minister of the Interior giving, from time to time, to the Commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive in so far as concerns the Government of the Northwest Territories.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 181.)

Also,—A Return to an Order of the Senate dated 31st January, 1911, shewing, year by year, from July, the 1st, 1896, up to date, the amounts paid to the Martineau Company by the several Departments of the country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 74g.)

Also,—A Return to an Order of the Senate dated the 31st January, 1911, shewing, year by year, from July 1st, 1896, up to date, the amounts paid to Mr. Jean Drolet, of Quebec, by the several Departments of the country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 74h.)

Also,—A Return to an Order of the Senate dated 16th March, 1911, calling for a copy of all correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer* near the Strait of Belle Isle, and of the investigation held with reference thereto at Quebec during the month of September or October last.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 182.)

Also,—A Return to an Order of the Senate dated 3rd February, 1911, shewing, year by year, from the 1st July, 1896, to this date, the sums of money paid to O. Picard and Sons, of Quebec, by the different Departments of the Government of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 74i.)

Also,—A Return to an Order of the Senate dated 22nd February, 1911, for:—

1. Copies of all papers relating to the appointment of Martin Dickie to the Command of the 76th Regiment of the Counties of Colchester and Hants.
2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieut. General Drury and others to the command of the said regiment.
3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.
4. Copies of all correspondence and other papers and documents relating to the recent reorganization of the 78th Colchester, Hants and Pictou Regiment of "Highlanders."

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 183.)

And also,—Report of the Department of Trade and Commerce for the year ended March 31, 1910.

Part VII.—Trade of Foreign Countries and Treaties and Conventions.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 10f, 1911.)

Also, a Return to an Order of the Senate dated 24th January, 1911, showing, year by year from July 1, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the Departments of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 74j.)

Also, a Return to an Order of the Senate dated 9th March, 1911, for a Return of copy of the contract entered into between the Bank of Montréal and the People's Bank of Halifax, in 1905, in connection with the financial situation and with the obligations of the firm of Carrier-Laine, a copy of which contract was handed over to the Government at the time of the financial transactions concluded between the Bank of Montréal and the Government in 1909.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 87d.)

And also, the Ordinances of the Yukon Territory passed by the Yukon Council in the year 1910.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 40a.)

The Honorable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-second Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

TUESDAY, 4th April, 1911.

The Committee on Divorce beg leave to make their Twenty-second Report, as follows:—

In the matter of the Petition of Hugh Samuel Bell, of Waskada, in the Province of Manitoba, farmer, praying for the passing of an Act to dissolve his marriage with Emma Morrison Webber, presently of the State of North Dakota, U.S.A., and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honorable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-third Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

TUESDAY, 4th April, 1911.

The Committee on Divorce beg leave to make their Twenty-third Report, as follows:—

In the matter of the Petition of Fanny Mary Healy, of the City of Calgary, in the Province of Alberta, praying for the passing of an Act to dissolve her marriage with Clarence Glenville Healy, of the City of Seattle, State of Washington, U.S.A., and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honorable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

TUESDAY, 4th April, 1911.

The Committee on Divorce beg leave to make their Twenty-fourth Report, as follows:—

In the matter of the Petition of Violet Jane Dakin, of the City of Medicine Hat, in the Province of Alberta, praying for the passing of an Act to dissolve her marriage with William Dakin, of the City of Edmonton, in the Province of Alberta, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honorable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-fifth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE, COMMITTEE ROOM No. 43,

TUESDAY, 4th April, 1911.

The Committee on Divorce beg leave to make their Twenty-fifth Report, as follows:—

In the matter of the Petition of Joseph Doust, of the City of Toronto, in the Province of Ontario, law stationer, praying for the passing of an Act to dissolve his marriage with Addie Alvetta Doust, of the said city of Toronto, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Reports be taken into consideration by the Senate on the twentieth instant.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

His Honour the Speaker presented to the Senate the Commission of the Honourable Sir Charles Fitzpatrick appointing him Deputy to His Excellency the Governor General.

The same was then read by the Clerk as follows:—

GREY.



COMMISSION

Appointing The Honourable CHARLES FITZPATRICK Deputy of the Governor General of Canada.. Dated 19th July, 1906. Recorded 19th July, 1906.

JOSEPH POPE,

Dep. Registrar General of Canada.

[L.S.]

By His Excellency the Right Honourable Sir ALBERT HENRY GEORGE, Lord Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of St. Michael and Saint George, etc., etc., Governor General of Canada.

CANADA.

To the Honourable Sir CHARLES FITZPATRICK, Chief Justice of Canada,—GREETING:—

Know you that being well assured of your loyalty, fidelity and capacity, I, the Right Honourable Sir Albert Henry George, Earl Grey, Governor General of Canada as aforesaid, under and by virtue of and in pursuance of the powers and authority vested in me by the Commission under the Royal Sign Manual and Signet of His Majesty King Edward the Seventh, constituting and appointing me to be His Majesty's Governor General in and over the Dominion of Canada and by "The British North America Act, 1867," do hereby nominate, constitute and appoint you the said the Honourable CHARLES FITZPATRICK to be my Deputy within the Dominion of Canada, and in that capacity to exercise, but subject to any limitations or directions from time to time expressed or given by His Majesty, all the powers, authorities and functions vested in and of right exercisable by me as Governor General, saving and excepting the power of dissolving the House of Commons of Canada.

To have, hold, exercise and enjoy the said office of Deputy of me, the Governor General of Canada as aforesaid, together with all and every the powers, rights and privileges to the said office belonging or which ought to belong to the same unto you the said Honourable CHARLES FITZPATRICK for and during my pleasure.

Provided always that the appointment of you the said the Honourable CHARLES FITZPATRICK as my said Deputy shall not affect the exercise of any power, authority or function by me as Governor General in person.

Given under my hand and seal at arms at Ottawa, this nineteenth day of July, in the year of Our Lord One Thousand Nine Hundred and Six and in the Sixth year of His Majesty's Reign.

By Command,

R. W. SCOTT,

Secretary of State.

The Senate adjourned during pleasure.

His Honour Mr. Chief Justice Sir Charles Fitzpatrick, Deputy of His Excellency the Governor General, having come and being seated at the foot of the Throne,

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the Deputy Governor General's desire that they attend him immediately in this House."

Who being come with their Speaker.

The Clerk of the Crown in Chancery read the titles of the Bills to be passed, as follows:—

An Act respecting the South Ontario Pacific Railway Company.

An Act respecting the British Columbia Southern Railway Company.

An Act respecting the Guelph and Goderich Railway Company.

An Act respecting the Kootenay and Arrowhead Railway Company.

An Act respecting the Walkerton and Lucknow Railway Company.

An Act respecting the Dominion Atlantic Railway Company.

An Act respecting the Ottawa, Northern and Western Railway Company.

An Act respecting the Burrard, Westminster Boundary Railway and Navigation Company.

An Act respecting the Brockville, Westport and Northwestern Railway Company.

An Act respecting the Manitoba and North Western Railway Company of Canada.

An Act to incorporate the Empire Life Insurance Company of Canada.

An Act to amend the Immigration Act.

An Act respecting the E. B. Eddy Company.

An Act respecting the Pontiac Central Railway Company.

An Act respecting the Grand Trunk Railway Company of Canada.

An Act respecting the Georgian Bay and Seaboard Railway Company.

An Act respecting the Canadian Western Railway Company.

An Act to incorporate The Guardian Accident and Guarantee Company.

An Act respecting the Collingwood Southern Railway Company.

An Act to amend the Inspection and Sale Act.

An Act to incorporate the Capital Life Assurance Company of Canada.

An Act respecting the London and North-western Railway Company of Canada.

An Act respecting the Bay of Quinté Railway Company.

An Act respecting the Canadian Northern Quebec Railway Company.

An Act respecting the Ontario Northern and Timagami Railway Company.

An Act respecting the Pacific Northern and Omenica Railway Company.

An Act respecting the Quebec, Montreal and Southern Railway Company.

An Act for the relief of Matilda Emo.

An Act respecting the Globe Printing Company.

An Act respecting the Athabasca Northern Railway Company.

An Act to incorporate the Niagara, Welland and Lake Erie Railway Company.

An Act respecting the Indian River Railway Company.

An Act respecting the Orford Mountain Railway Company.

An Act respecting the Southern Central Pacific Railway Company.

An Act respecting the Campbellford, Lake Ontario and Western Railway Company.

An Act to incorporate the Alberta-Saskatchewan Life Insurance Company.

An Act to incorporate the Canadian Inter-Mountain Railway Company.

An Act respecting the National Weekly Indemnity Company and to change its name to "The Merchants and Employers Guarantee and Accident Company."

An Act respecting the Ontario, Hudson's Bay and Western Railways Company.

- An Act respecting the Canadian Northern Ontario Railway Company.
 An Act respecting the Manitoba Radial Railway Company.
 An Act respecting the Hamilton, Waterloo and Guelph Railway Company.
 An Act for the relief of George Addison Brown.
 An Act for the relief of Gertrude Maud Grant.
 An Act for the relief of Mary Hamilton Johnston.
 An Act for the relief of Dalton Mabel Stapleton.
 An Act for the relief of Lorne Forbes Robertson.
 An Act for the relief of Cecil Ernest Freeman.
 An Act for the relief of Ethel May Hornell.
 An Act for the relief of Paulina Verena Meyer.
 An Act for the relief of Maggie Florence Sadler.
 An Act respecting the Grand Trunk Pacific Branch Lines Company.
 An Act respecting the Kettle River Valley Railway Company, and to change its name to "The Kettle Valley Railway Company."
 An Act respecting the Lake Champlain and St. Lawrence Ship Canal Company.
 An Act to incorporate the Canadian Northern Branch Lines Company.
 An Act respecting the Alberta Central Railway Company.
 An Act respecting the Lachine, Jacques Cartier and Maisonneuve Railway Company.
 An Act to incorporate the British Columbia and Central Canada Railway Company.
 An Act to incorporate Banque Internationale du Canada.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

"In His Majesty's name, His Honour the Deputy of His Excellency the Governor General doth assent to these Bills."

Then the Honourable the Speaker of the House of Commons addressed the Deputy Governor General, as follows:—

"MAY IT PLEASE YOUR HONOUR:

"The Commons of Canada have voted the Supplies required to enable the Government to defray the expenses of the Public Service.

"In the name of the Commons I present to Your Honour the following Bill:—

An Act for granting to His Majesty certain sums of money for the public service of the financial years ending, respectively, the 31st March, 1911, and the 31st March, 1912.

To which Bill I humbly request Your Honour's assent."

To this Bill the Clerk of the Senate, by His Honour's command, did thereupon say:—

"In His Majesty's name, the Deputy of His Excellency the Governor General thanks His Loyal Subjects, accepts their benevolence, and assents to this Bill."

The Senate was resumed.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That when the Senate adjourns to-day it do stand adjourned until Wednesday the Nineteenth (19th) of April at three o'clock in the afternoon.

The Order of the Day for the third reading of the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Douglas, it was

Ordered, That the same be postponed until the Twentieth instant.

The Order of the Day being read for the third reading of Bill (B. 2) intituled: "An Act for the relief of Robert William Logan."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Douglas, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Douglas,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Robert William Logan, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Twenty-first Report of the Standing Committee on Divorce, to whom was referred the Petition of Andrew Lorne Hamilton, together with the evidence,

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until the twentieth instant.

Pursuant to the Order of the Day the Bill (E. 2) intituled: "An Act to confer on the Commissioner of Patents certain powers for the relief of Trussed Concrete Steel Company of Canada, Limited," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (F 2) intituled: "An Act to incorporate the Nipigon-Albany Canal and Transportation Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for putting the House again into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until the nineteenth instant.

The Order of the Day being read for resuming the adjourned Debate on the Motion that Bill (15) intituled: "An Act to amend the Canada Medical Act," be committed to a Committee of the Whole House.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, That the same be postponed until the Nineteenth instant.

The House according to Order resumed the adjourned Debate on the Motion for the adoption of the Report, as further amended, made by the Standing Committee on Public Health and the Inspection of Foods to Bill (I) intituled: "An Act respecting the Pollution of Navigable Waters."

The question being put on the main motion for the adoption of the said Report as amended, the same was resolved in the affirmative, and

Ordered accordingly.

On motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, That Rules 24 (a) and (b) and 129 be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Belcourt, seconded by the Honourable Mr. Edwards, it was

Ordered, that the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable the Speaker informed the Senate that he had received the following Report from the Clerk of the Senate: —

CLERK'S OFFICE, OTTAWA, 1st April, 1911.

The Honourable J. K. Kerr,

Speaker of the Senate.

SIR,—Referring to the yearly increase of salary which may be granted to members of the Civil Service, under section 37 of the Civil Service Amendment Act of 1908, I would state, in the event of the Senate being desirous of granting said increase to the members of its staff, that the following is a list of the names of those who might receive the same under their classification by the Senate, there being nothing against their record which should deprive them from receiving the same.

Names.		Yearly Increase.
First Division.....	R. W. Stephen.....	\$ cts.
Sub-division A.....	J. G. A. Creighton.....	
First Division.....	E. J. Chambers.....	100 00
Sub-division B.....	J. C. Young.....	
	C. T. Gibbs.....	
	B. Nicholson.....	
	S. Lelievre.....	
Second Division.....	J. Bouchard.....	
Sub-division A.....	W. Chapman.....	
	L. DeMontigny.....	
Second Division.....	A. L. Garneau.....	50 00
Sub-division B.....	J. A. Choquette.....	
	A. D. Caron.....	
	A. Hinds.....	
	W. J. O'Neil.....	
	J. Carleton.....	
Third Division.....	A. R. F. Ralph.....	
Sub-division A.....	E. Ash.....	
	N. McL. Wood.....	
	J. H. Pelletier.....	
	E. Berubé.....	

In the case of the last six employees, however, no provision appears to have been made in the estimates for such increase to their salaries, notwithstanding that an application was made to the Finance Department for the necessary amount required for that purpose.

I would also add that the provisions of sub-section 3 of section 37 of the above said Act might apply in the case of Mr. Arthur Hinds.

I have the honour to be, Sir, your obedient servant,

SAM'L. E. ST. O. CHAPLEAU,

Clerk of the Senate.

In submitting the foregoing report, I recommend the increases aforesaid, and I further recommend the further increase of salary of Arthur Hinds above-named as provided in sub-section 3 of section 37 of the Civil Service Act, 1908.

J. K. KERR,

Speaker of the Senate.

Speaker's Chambers,
Ottawa, 4th April, 1911.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Power,

That the recommendation of His Honour the Speaker be adopted, but in so far only as it is consistent with the provisions of the Civil Service Amendment Act of 1908.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Wednesday the Nineteenth of April instant.

Wednesday, 19th April, 1911.

The Members convened were:—

THE HONOURABLE JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Peique,	Costigan,	Macdonald	Power,
Beith,	Dandurand,	(Victoria),	Ratz,
Boucherville, de	David,	MacKay (Alma),	Riley,
(C.M.G.),	Davis,	MacKeen,	Ross (Halifax),
Bowell	Dessaulles,	McHugh,	Scott
(Sir Mackenzie),	Domville,	McLaren,	(Sir Richard),
Boyer,	Ellis,	McMillan,	Talbot,
Campbell,	King,	McMullen,	Tessier,
Cartwright	Kirchhoffer,	Miller,	Thompson,
(Sir Richard),	Landry,	Mitchell,	Watson,
Chevrier,	Lavergne,	Montplaisir,	Wilson,
Cloran,	Legris,	Poirier,	Young.
Comeau,			

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Young, for the Honourable Mr. Casgrain:—
Of the Richelieu and Ontario Navigation Company.

By the Honourable Mr. Watson:—
Of the Canada National Fire Insurance Company.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-sixth Report.

Ordered, That it be received, and
The same was then read by the Clerk, as follows:—

THE SENATE.

COMMITTEE ROOM, No. 43,

TUESDAY, 4th April, 1911.

The Committee on Divorce beg leave to make their Twenty-sixth Report, as follows:—

In the matter of the Petition of Gertrude Mary Grantham, of the City of Toronto, in the Province of Ontario, praying for the passing of an Act to dissolve her marriage with Arthur Myles Grantham, of the said City of Toronto, contractor, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the Petition, the evidence of publication of the

notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the Petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the Petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Young, That the said Report be taken into consideration by the Senate on Wednesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an Address of the Senate dated 23rd March, 1911, for a copy of the Order in Council dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission the spur line between the Quebec Bridge and the City of the same name.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 77p.)

Also: Report of the Department of Trade and Commerce for the fiscal year ending March 31, 1910.

PART VI.

Subsidized Steamship Services.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 10e, 1911.)

Also: A Return to an Order of the Senate dated 17th January, 1911, for the production of a copy of the agreements concluded between the Government and the former proprietor of the Stadacona Farm at St. Félix du Cap Rouge, with reference to the purchase of the said farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 191.)

A Message was brought from the House of Commons by their Clerk to return the Bill (Z) intituled: "An Act to incorporate The Canadian Surety Company."

6026.—22.

And to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (L 1) intituled: "An Act to change the name of the Manitoulin and North Shore Railway Company," and to acquaint the Senate that they have passed the said Bill with an amendment to which they desire their concurrence.

The said amendment was then read by the Clerk, as follows:—

In the Title.

Strike out all the words after "Act" and insert "respecting the Manitoulin and North Shore Railway Company and to change its name to the Algoma Eastern Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration to-morrow.

A Message was brought from the House of Commons to return the Bill ("O") intituled: "An Act respecting the Western Alberta Railway Company," and to acquaint the Senate that they have passed the said Bill with an amendment to which they desire their concurrence.

The said amendment was then read by the Clerk and it is as follows:—

Page 1, line 27.—After "Company" add the following sections:—

"4. Section 4 of chapter 90 of the statutes of 1898 as amended by section 2 of chapter 200 of the Statutes of 1903 is further amended by adding the following subsection thereto:—

"2. The said line of railway shall pass at or near Cardston, Pincher Creek, Cowley, Millarville and Priddis.

"5. Sections 5, 6, 7, 8 and 16 of chapter 90 of the Statutes of 1898 are hereby repealed.

"6. The Company may, for the purposes of its undertaking, construct, acquire and navigate steam and other vessels for the conveyance of passengers, goods and merchandise, and construct, acquire, and dispose of wharfs, docks, elevators, warehouses, offices and other structures to be used to facilitate the carrying on of business in connection therewith.

"7. The Company shall not construct or operate its railway along any highway, street or other public place without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway, street or other public place, and upon terms to be agreed upon with such municipality.

"8. For the purposes of its undertaking and subject to the provisions of section 247 of *The Railway Act*, the Company may acquire, but not by expropriation, electric or other power or energy, which may be transmitted and delivered to any place in the municipalities through which the railway has been constructed, and may receive, transform, transmit, distribute and supply such power or energy in any form, and may dispose of the surplus thereof, and may collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such rates and charges from time to time.

"9. Nothing in this Act or in *The Telegraphs Act* shall authorize the Company to construct or operate any telegraph or telephone lines, or any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company's works and not required for the undertaking of the Company, upon, along or across any highway or public place, without

first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose of or distribute power or energy within or for use within the limits of any municipality, without the consent, expressed by by-law, of such municipality.

"10. The Company may, subject to the provisions of *The Railway Act*, construct and operate telegraph and telephone lines upon its railway, and establish offices for, and undertake the transmission of messages for the public, and collect tolls therefor; and for the purpose of operating such lines, or exchanging or transmitting messages, subject to the provisions of the said Act, enter into contracts with any companies having telegraph or telephone powers, and may connect its own lines with the lines of, or lease its own lines to, any such companies.

"2. No toll or charge shall be demanded or taken for the transmission of any messages, or for leasing or using the telegraphs or telephones of the Company, until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such tolls and charges from time to time.

"3. Part II of *The Telegraphs Act*, except such portions thereof as are inconsistent with this Act, or with *The Railway Act*, shall apply to the telegraphic business of the Company.

"11. In addition to the securities authorized by section 15 of the said chapter 90 of the statutes of 1898, the directors, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension or development of any of such properties, assets, or works, other than the railway, as the Company is authorized to acquire, construct or operate, and to provide for the repayment of moneys so borrowed, may issue bonds debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendment be referred to the Standing Committee on Railways, Telegraphs and Harbours for their consideration.

Another Message was received from the House of Commons, to return the Bills Nos. 32, 62, 91 and 110, intituled respectively:—

An Act to incorporate the Sterling Trusts Corporation.

An Act respecting the Algoma Central and Hudson Bay Railway Company.

An Act to incorporate the Pacific and Peace Railway Company; and

An Act respecting the People's Railway Company.

And to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bills without any amendment.

A Message was brought from the House of Commons by the Clerk in the following words:—

HOUSE OF COMMONS,

FRIDAY, 7th April, 1911.

Resolved, That a Message be sent to the Senate to acquaint their Honours that this House has approved the recommendation of the Honourable the Speaker of the House of Commons for the payment to the Clerks of the Joint Distribution Office of the Commons and Senate, of the yearly increase in salary, pursuant to Section 37 of the Civil Service Amendment Act, 1908.

6026.—224.

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest,

THOS. B. FLINT,

Clerk of the Commons.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (G 2) intituled: "An Act to incorporate the High River, Saskatchewan and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. McMullen,

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day, the House resumed the further adjourned Debate on the Motion for the Second Reading Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

After further debate,

On motion of the Honourable Sir Richard Scott, seconded by the Honourable Mr. Biquie, it was

Ordered, That further debate on the said motion be postponed until to-morrow.

The Order of the Day being read for putting the House again into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sr Richard Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for resuming the adjourned debate on the Motion that Bill (15) intituled: "An Act to amend the Canada Medical Act," be committed to a Committee of the Whole House.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Thursday, 20th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beique,	Costigan,	Landry,	Poirier,
Beith,	Dandurand,	Lavergne,	Power,
Boucherville, de	David,	Legris,	Ratz,
(C.M.G.),	Davis,	Macdonald	Riley,
Bowell.	Derbyshire,	(Victoria),	Ross (Halifax),
(Sir Mackenzie),	Dessaulles,	MacKay (Alma),	Roy,
Campbell,	Domville,	MacKeen,	Scott
Cartwright	Douglas,	McHugh,	(Sir Richard),
(Sir Richard),	Ellis,	McLaren,	Talbot,
Casgrain,	Farrell,	McMillan,	Tessier,
Chevrier,	Gillmor,	McMullen,	Thompson,
Choquette,	Jaffray,	Miller,	Watson,
Cloran,	King,	Mitchell,	Wilson,
Comeau,	Kirchhoffer,	Montplaisir,	Young.

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Derbyshire:—

Of the Chatham, Wallaceburg and Lake Erie Railway Company.

Pursuant to the Order of the Day, the following Petition was read:—

Of the Cariboo, Barkerville and Willow River Railway Company, a Company incorporated by the Legislature of the Province of British Columbia; praying to be declared a work for the general advantage of Canada and giving them power to connect with the Grand Trunk Pacific Railway at or near Eagle Lake.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Return to an Order of the Senate dated 24th November, 1910, calling for a copy of all correspondence between the Government, some of its members or employees, and the engineers appointed to prepare the plans of the new Bridge to replace the one which collapsed at Quebec in the year 1907.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, 137b.*)

The Honourable the Speaker presented to the Senate a recommendation as follows:—

Memorandum.

Referring to the Message received from the House of Commons yesterday, stating that that House had approved of the recommendation made by their Speaker to grant

the yearly statutory increase of salary to the Clerks of the distribution office of Parliament, pursuant to Section 37 of the Civil Service Amendment Act, 1908, the undersigned has the honour to join in said recommendation and to ask the concurrence of the Senate in the same

J. K. KERR

Speaker of the Senate.

Speaker's Chambers,
20th April, 1911

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the recommendation of Mr. Speaker be concurred in by the Senate and that a Message be sent to the House of Commons to acquaint that House that the Senate doth agree to the said recommendation.

The Honourable Mr. Costigan called the attention of the Government to the fact that the House of Commons Post Office has been provided with post office boxes, and inquired if it is the intention of the Government to provide the same conveniences for Members of the Senate in the Senate Post Office.

Debated.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell.

That an Order of the Senate do issue for copies of all letters written and addressed to Mr. P. Doyle, Immigration Agent at Quebec, by the Supt. of Immigration Mr. W. D. Scott, between the 1st December, 1906 and the 1st April, 1907, and the 1st December, 1907 and the 1st April, 1908.

The Honourable Mr. Macdonald, Victoria, in amendment moved, seconded by the Honourable Mr. Derbyshire.

That the words "this day six months" be inserted after the word "issue" in the first line of said question.

The question of concurrence being put upon the said motion in amendment the same was resolved in the negative.

The question being again put on the main motion, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell.

That an Order of the Senate do issue for a return showing, year by year from July 1, 1908 to March 31, 1911, the sums paid by the public Departments to Archer & Company, Merchants, Quebec.

The Honourable Mr. Macdonald, Victoria, in amendment moved, seconded by the Honourable Mr. Derbyshire.

That the words "this day six months" be inserted after the words "issue" in the first line of the said question.

With leave of the Senate.

The said motion in amendment was withdrawn.

The question being then put on the main motion, the same was resolved in the affirmative; and

Ordered accordingly.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a return showing, year by year, from the 1st January, 1907, to 31st March, 1911, the sums paid out of the Dominion Treasury to Mr. Ulric Barthe, publisher, ex-secretary of the Bridge Company, translator, &c., for his services as such or in any other capacity.

The Order of the Day being read for the third reading of the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Twenty-first Report of the Standing Committee on Divorce, to whom was referred the Petition of Andrew Lorne Hamilton, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Young, That the said Report be adopted.

After debate.

On motion of the Honourable Mr. Choquette, seconded by the Honourable Mr. Cloran, it was

Ordered, That further debate on the said motion be adjourned until Thursday next.

The Order of the Day being read for the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of Bill (Q) intituled: "An Act respecting Grain."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of Bill (Q) intituled: "An Act respecting Grain."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of Bill (H 2) intituled: "An Act for the relief of Mary Kathleen Crittenden."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young.

That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young.

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for a second reading of the Bill (J 2) intituled: "An Act for the relief of Pauline Winslow Saunderson."

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. Jaffray.

That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. Jaffray.

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (K 2), intituled: "An Act for the relief of Nellie Bridgland Morrison."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (L 2), intituled: "An Act for the relief of Frances Whittington Truesdell."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (M 2) intituled: "An Act to amend the Juvenile Delinquents Act, 1908," was read a second time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Tuesday next.

The Order of the Day being read for the consideration of the Twenty second Report of the Standing Committee on Divorce, to whom was referred the Petition of Hugh Samuel Bell, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir MacKenzie Bwell,

That the said Report be adopted.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Twenty-third Report of the Standing Committee on Divorce, to whom was referred the Petition of Fanny Mary Healy, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell.

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Twenty-fourth Report of the Standing Committee on Divorce, to whom was referred the Petition of Violet Jane Dakin, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell.

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Twenty-fifth Report of the Standing Committee on Divorce, to whom was referred the Petition of Joseph Doust, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Sir Mackenzie Bowell.

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Senate according to Order proceeded to the consideration of the amendment made by the House of Commons to Bill (L 1) intituled: "An Act to change the name of the Manitoulin and North Shore Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Power.

Ordered, That the said amendment be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendment without any amendment.

The Senate according to Order resumed the further adjourned Debate on the Motion for the Second Reading of Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

After debate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That further debate on the said motion be adjourned until Tuesday next.

The Order of the Day being read for putting the Senate into a Committee of the Whole House on Bill (15) intituled: "An Act to amend the Canada Medical Act."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow and that it do then stand as the First item after Third readings.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned until 2.30 o'clock, p.m. to-morrow.

Friday, 21st April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beique,	Costigan,	Landry,	Power,
Beith,	Dandurand,	Lavergne,	Ratz
Boucherville, de	David,	Legris,	Riley,
(C.M.G.),	Davis,	Macdonald	Ross (Halifax),
Bowell	Derbyshire,	(Victoria),	Roy,
(Sir Mackenzie)	Dessaulles,	MacKeen,	Scott
Campbell,	Domville,	McHugh,	(Sir Richard),
Cartwright	Douglas,	McLaren,	Talbot,
(Sir Richard),	Ellis,	McMillan,	Tessier,
Casgrain,	Farrell,	McMullen,	Thompson,
Chevrier,	Gillmor,	Miller,	Watson,
Choquette,	Jaffray,	Mitchell,	Wilson,
Cloran,	King,	Montplaisir,	Yeo,
Comeau,	Kirchhoffer,	Poirier,	Young.

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. David:—

Of Sault Saint Louis Light and Power Company.

Pursuant to the Order of the Day the following Petitions were severally read:—

Of the Richelieu and Ontario Navigation Company; praying for the passing of an Act authorizing them to increase their capital stock to ten million dollars; and

Of the Canada National Fire Insurance Company; praying for the passing of an Act extending the time limited for obtaining a license from the Minister of Finance.

The Honourable Mr. Beique from the Standing Committee on Railways, Telegraphs and Harbours to whom was referred the Bill (108) intituled: "An Act respecting the Canadian Pacific Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours to whom was referred the Bill (A 2) intituled: "An Act respecting the Joliette and Lake Manuan Colonization Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (94) intituled: "An Act respecting the Western Central Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 3, line 42.—Take out "two" and insert "three."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That Rule 24 (a) and (h) be suspended and the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (P1) intituled: "An Act to incorporate the Western Canal Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 11.—After the second "a" strike out "ship."

Page 2, line 18.—After the first "a" strike out "ship."

Page 2, line 29.—After "(f)" insert "for the purpose of its undertaking, and except at or near Fort Francis."

Page 2, line 30.—For "any" substitute "the said."

Page 2, line 30.—After "canal" insert "or any."

Page 3, line 2.—After "channels" insert " : Provided that the works authorized by this Act shall not be constructed, maintained or operated so as in the opinion of the Board of Railway Commissioners for Canada to injuriously affect the water power, lands or works of the Ontario and Minnesota Power Company, Limited, at Fort Francis and within five miles west thereof, as authorized by their charter. The plans, construction and operation of the works hereby authorized, shall be subject to the approval and direction of the said Board of Railway Commissioners for Canada."

Page 3, line 3.—After "9" insert "subject to the proviso contained in section 8."

Page 5, line 10.—After "thereto" insert the following as clause A:—

" Clause A.

"Nothing in this Act shall be construed to authorize or empower the Company to enter or take or use the public lands of the Province of Ontario for any of the purposes mentioned in subsection (f) of section 8 hereof without the consent of the Lieutenant Governor in Council."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return showing the amounts paid annually by each of the public Departments to Mr. J. B. Cote, of Quebec, Merchant, from July 1, 1903, to March 31, 1911.

The Honourable Mr. Young presented to the Senate a Bill (N 2) intituled: "An Act for the relief of Violet Jane Dakin."

The said Bill was read a first time.

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen, That the said Bill be read a second time on Wednesday next.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Young presented to the Senate a Bill (O 2) intituled: "An Act for the relief of Hugh Samuel Bell."

The said Bill was read a first time.

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen, That the said Bill be read a second time on Wednesday next.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (H 2) intituled: "An Act for the relief of Mary Kathleen Crittenden."

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Young moved, seconded by the Honourable Mr. McMullen.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Mary Kathleen Crittenden; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (J 2) intituled: "An Act for the relief of Pauline Winslow Saunderson."

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. McLaren.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. McLaren.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Pauline Winslow Saunderson; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (K 2) intituled: "An Act for the relief of Nellie Bridgland Morrison."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Nellie Bridgland Morrison; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (L 2) intituled: "An Act for the relief of Frances Whittington Truesdell."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Frances Whittington Truesdell; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (15) intituled: "An Act to amend the Canada Medical Act."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Legris, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the same be postponed until Wednesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (64) intituled: "An Act to incorporate the British Columbia and White River Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Yeo, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be read a second time on Wednesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until 3 o'clock, p.m. on Tuesday next.

Tuesday, 25th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lougheed,	Ross (Halifax),
Beique,	Derbyshire,	Macdonald	Ross
Boucherville, de	Dessaulles,	(Victoria),	(Sir George W.)
(C.M.G.),	Domville,	MacKee,	Roy,
Bowell	Douglas,	McHugh,	Scott
(Sir Mackenzie),	Ellis,	McMullen,	(Sir Richard),
Cartwright	Farrell,	Miller,	Talbot,
(Sir Richard),	Gillmor,	Mitchell,	Tessier,
Casgrain,	Jaffray,	Montplaisir,	Thompson,
Choquette,	King,	Poirier,	Watson,
Cioran,	Kirchhoffer,	Power,	Wilson,
Comeau,	Landry,	Ratz,	Yeo,
Costigan,	Lavergne,	Riley,	Young.
David,	Legris,	Roche,	

PRAYERS.

Pursuant to the Order of the Day the following Petitions were severally read:—
Of the Chatham, Wallaceburg and Lake Erie Railway Company; praying for legislation extending the time for the construction of their already authorized railway and branch line and empowering them to build a further branch line.

Of James Hunter, President and R. B. Bickerdyke, Secretary of the Sault Saint Louis Light and Power Company, of the City of Montreal; praying for the passing of an Act extending the time for the completing of their works.

The Honourable Mr. Talbot presented to the Senate a Bill (P 2) intituled: "An Act for the relief of Fanny Mary Healy."

The said Bill was read a first time.

The Honourable Mr. Talbot moved, seconded by the Honourable Mr. Baird,

That the said Bill be read a second time on Friday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Derbyshire presented to the Senate a Bill (Q 2) intituled: "An Act for the relief of Joseph Doust."

The said Bill was read a first time.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be read a second time on Thursday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Twenty-seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

TUESDAY, 25th April, 1911.

The Committee on Divorce beg leave to make their Twenty-seventh Report, as follows:—

In the matter of the Petition of William Francis Currie, of the City of Toronto, in the Province of Ontario, praying for the passing of an Act to dissolve his marriage with Mary Ethel Floy Currie, of the said City of Toronto, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the Petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the Petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,

Chairman.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed,

That the said Report be taken into consideration by the Senate on Wednesday the 3rd May next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright presented to the Senate,—Order in Council published in *Canada Gazette* April 15, 1911, No. 358, Revised Regulations for entry of Surgeons into the Naval Service.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 560.)

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Montplaisir, it was

Ordered, That an Order of the Senate do issue for a Return showing in as many columns:—1. The names and surnames of all the officers belonging to the Canadian Military Contingent which is to be present at the King's Coronation?

2. Their respective age?

3. The rank occupied by them in the Militia and the rank they will occupy in the organization of the Contingent?

4. The service to which they belong, namely:—cavalry, artillery, mounted infantry, infantry, &c.?

5. The Military division to which they belong (permanent corps, volunteer Active Militia, reserve corps, or reserve officers, retired officers)?

6. The province from which they have been called?

7. In what service will they be placed (cavalry, artillery, mounted infantry, infantry, &c., staff)?

Pursuant to the Order of the Day, the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," was read a third time.

With leave of the Senate,

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young, That the foregoing proceeding be re-considered.

The question of concurrence being put thereon, the same was Resolved in the affirmative.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young, That the said proceeding be rescinded.

The question of concurrence being put thereon, the same was Resolved in the affirmative.

Then, on motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred back to the Standing Committee on Railways, Telegraphs and Harbours for re-consideration.

Pursuant to the Order of the Day the Bill (108) intituled: "An Act respecting the Canadian Pacific Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (A 2) intituled: "An Act respecting the Joliette and Lake Manuan Colonization Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (94) intituled: "An Act respecting the Western Central Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (15) intituled: "An Act to amend the Canada Medical Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the consideration of the Message from the House of Commons requesting that the Accounts and Vouchers of the Senate for the fiscal year ending March, 1910, be transmitted to that House.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Resolved, That inasmuch as the accounts and vouchers respecting the expenditures made by the Senate during the fiscal year ending on the thirty-first day of March, 1910, have been referred to the Committee on Internal Economy and Contingent Accounts under Rule 108, and are now being considered by that Committee, it is not practicable to furnish them to the House of Commons as requested by the Message of the twenty-fourth of January from that House.

Resolved, That inasmuch as the accounts and vouchers in question have been submitted to a minute and rigid examination by the Auditor General, whose report thereon is available for reference by all members of the House of Commons, there does not appear to be any public end to be served by furnishing such accounts and vouchers to that House.

Resolved, That inasmuch as the legislative enactments governing the expenditure of moneys voted to the two Houses of Parliament have been heretofore interpreted as giving to each House full control over the sums voted for its purposes, the Senate is of opinion that the critical examination of the details of disbursements made by either House of Parliament is, in the interest of the harmonious relations of the two Houses, best left to the House by whose order payment is made.

Resolved, That notwithstanding this opinion, the Senate, with a view to promoting economy and efficiency in the administration of the business of Parliament, is prepared to enter into arrangements for the appointment of a joint committee of the two Houses whose duty it will be to examine into and report on the expenditure of such Houses.

And; Resolved, That the foregoing resolutions be communicated to the House of Commons by one of the Masters in Chancery, in reply to their Message of the twenty-fourth of January last.

Ordered, That a Message be sent to the House of Commons by one of the Masters in Chancery to communicate to that House the foregoing resolutions.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

In the Committee.

The following amendments were made to the Bill:—

Page 5, line 14—After "commissioner" insert "or Secretary."

Page 7, line 12—Strike out the word "Grain."

Page 11, line 18—Leave out the word "of" and insert "to."

Page 13, line 16—Leave out the word "country."

Page 13, line 32—Leave out the word "country."

Page 31, line 10—Before the word "The" insert "3."

Page 32, line 32—Leave out the word "public."

Page 62, line 7—Strike out all the words from "16,000" to "bushels" in line 9.

Page 64, line 34—Strike out "cononvicted" and insert "convicted."

6026.—23½.

In the Committee.

After some time the House was resumed, and

The Honourable Mr. Derbyshire, from the said Committee, reported that they had taken the said Bill into consideration and had made some progress therein and had asked leave to sit again to-day.

Ordered, That the said Committee have leave to sit again to-day.

The Order of the Day being read for the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), "An Act respecting Grain."

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Report be referred to the Committee of the Whole, and presently to be considered together with the Bill (Q) to which it refers.

The Order of the Day being read for the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), "An Act respecting Grain."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Report be referred to the Committee of the Whole presently to be considered together with Bill (Q) to which it refers.

The House according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain."

Again in the Committee.

Clause 122 was taken into consideration and amended as follows:—

Page 31, line 36.—Leave out the words "the law" and insert "and rules and regulations made by the Board."

Page 31, line 40.—After the word "law" insert "or rule or regulation."

Page 31, line 41.—After the word "Board" insert "provided that in case of such revocation there may be an appeal to the Governor in Council, but, pending the hearing thereof the revocation shall continue in force."

After some time the House was resumed, and

The Honourable Mr. Derbyshire, from the said Committee reported that they had gone through the said Bill, and had directed him to report the same, with further amendments, had made some progress thereon, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Thursday next.

The Order of the Day being read for putting the Senate into a Committee of the Whole on Bill (M 2) intituled: "An Act to amend the Juvenile Delinquents Act, 1908."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for resuming the further adjourned Debate on the Motion for the Second Reading Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (P 1), intituled: "An Act to incorporate the Western Canal Company."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

The Honourable Mr. Domville, presented to the Senate a Bill (R 2) intituled: "An Act respecting certain patents of Munderloh and Company, Limited."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (J 1) intituled: "An Act to incorporate The Canadian Baptist Foreign Mission Board," and to acquaint the Senate that they have passed the said Bill with certain amendments to which they desire their concurrence.

The said amendments were then read by the Clerk as follows:—

Page 4, line 26—Strike out all the words after "Quebec" to the end of the Clause and insert "shall immediately after the transfer of such property as mentioned in Clause 11 hereof be repealed."

Page 4, line 29—Strike out "until" and insert "except in so far as."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was received from the House of Commons to return the Bill (I 1), "An Act respecting the Baptist Convention of Ontario and Quebec."

(V) An Act respecting a patent of the Goldschmidt Thermit Company; and

(A 1) An Act to incorporate The Restigouche Riparian Association and to acquaint the Senate that they have agreed to the said Bills without any amendment.

A Message was received from the House of Commons to return the Bills (X 1), An Act for the relief of Mary Jane Beatty, and Bill (B 2), An Act for the relief of Robert William Logan, and to acquaint the Senate that they have agreed to the said Bills without any amendment.

A Message was brought from the House of Commons to return the Bills.

(43) An Act respecting a patent of Conduits Company, Limited.

(53) An Act to incorporate the Hudson Bay Mortgage Company; and

(105) An Act to incorporate the Imperial Steamship Company; and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons in the following words:—

HOUSE OF COMMONS.

MONDAY, 24th April, 1911.

Resolved, That a Message be sent to the Senate to return to that House the Evidence, &c., taken before the Standing Committee of the Senate on Divorce, to whom were referred the Petitions on which the following Bills were founded:—

Bill No. 163 (Letter X 1 of the Senate) intituled: "An Act for the relief of Mary Jane Beatty."

Bill No. 173 (Letter B 2 of the Senate) intituled: "An Act for the relief of Robert William Logan."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,
The Senate adjourned.

Wednesday, 26th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Roche,
Beique,	Davis,	Macdonald	Ross (Halifax),
Boucherville, de	Derbyshire,	(Victoria),	Ross
(C.M.G.),	Dessaulles,	MacKeen,	(Sir George W.),
Bowell	Domville,	McHugh,	Roy,
(Sir Mackenzie),	Douglas,	McMillan,	Scott
Campbell,	Edwards,	McMullen,	(Sir Richard),
Cartwright	Ellis,	McSweeney,	Talbot,
(Sir Richard),	Farrell,	Miller,	Tessier,
Casgrain,	Gillmor,	Mitchell,	Thompson,
Chevrier,	Jaffray,	Montplaisir,	Watson,
Choquette,	King,	Poirier,	Wilson,
Coffey,	Kirchhoffer,	Power,	Yeo,
Comeau,	Landry,	Ratz,	Young.
Costigan,	Lavergne,	Riley,	
Dandurand,	Legris,		

PRAYERS.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (I 2) intituled: "An Act to incorporate the Continental Fire Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 14—After "Company" insert "of Canada."

Page 2, line 23—Take out clause "9" and insert the following:—

"9. Except as otherwise provided by this Act the Company shall have all the powers, privileges and immunities and shall be subject to all the liabilities and provisions in *The Insurance Act, 1910*, so far as they may be applicable to the Company."

In the Title—After "Company" insert "of Canada."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (E 2) intituled: "An Act to confer on the Commissioner of Patents certain powers for the relief of Trussed Concrete Steel Company of Canada," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (C2) intituled: "An Act respecting a patent of the Boiler Flue Cleaner and Supply Company, Limited," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 27.—After the third "the" insert "11th."

Page 1, line 28.—Before "1911" insert "February."

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Eighteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 26th April, 1911.

The Standing Committee on Standing Orders have the honour to make their Eighteenth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:—

Of La Sauvegarde Life Insurance Company, a Company incorporated by Chapter 96, of the Statutes of Quebec; praying to be incorporated by the Parliament of Canada.

Of the Cariboo, Barkerville and Willow River Railway Company, a Company incorporated by the Legislature of the Province of British Columbia; praying to be declared a work for the general advantage of Canada and giving them power to connect with the Grand Trunk Pacific Railway at or near Eagle Lake.

Of the Chatham, Wallaceburg and Lake Erie Railway Company; praying for legislation extending the time for the construction of their already authorized railway and branch line and empowering them to build a further branch line.

All which is respectfully submitted.

FINLEY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Nineteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 26th April, 1911.

The Standing Committee on Standing Orders have the honour to make their Nineteenth Report.

Your Committee have examined the following petitions of the Richelieu and Ontario Navigation Company; praying for the passing of an Act authorizing them to increase their Capital Stock to ten million dollars.

And find that the notice required by Rule 107 (3) has been published in the Canada Gazette three times.

Also of the Canada National Fire Insurance Company; praying for the passing of an Act extending the time limited for obtaining a license from the Minister of Finance has been published in the Canada Gazette once.

Your Committee recommend that the Rules in each case be suspended as it will be competent for the Committees to whom the said Bills will be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLEY M. YOUNG,

Chairman.

With leave of the Senate.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That Rules 24 (a) and (h) be suspended on so far as they relate to the said Report.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Riley, presented to the Senate a Bill (S 2) intituled: "An Act respecting the Cariboo, Barkerville and Willow River Railway Company."

The said Bill was read a first time;

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Beique, presented to the Senate a Bill (T 2) intituled: "An Act respecting La Sauvegarde Life Insurance Company."

The said Bill was read a first time.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That Rules 23f, 24a, 63 and 119, be suspended and the said Bill be read a second time presently.

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the consideration of the Twenty-sixth Report of the Standing Committee on Divorce, to whom was referred the Petition of Gertrude Mary Grantham, together with the evidence taken before the said Committee.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of Bill (N 2) intituled: "An Act for the relief of Violet Jane Dakin."

The Honourable Mr. Young moved, seconded by the Honourable Mr. King,

That the said Bill be now read a second time;

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Young moved, seconded by the Honourable Mr. King,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for a second reading of the Bill (O 2) intituled: "An Act for the relief of Hugh Samuel Bell."

The Honourable Mr. Young moved, seconded by the Honourable Mr. King,

That the said Bill be now read a second time;

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Young moved, seconded by the Honourable Mr. King,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Library.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the said Report do lie on the Table.

The Honourable Sir George W. Ross in amendment moved, seconded by the Honourable Mr. Coffey,

That all the words after "Report" be struck out and the following be substituted in lieu thereof: "be now adopted."

The question of concurrence being put on the said motion in amendment the same was,

Resolved in the negative.

The question being then put upon the main motion the same was resolved in the affirmative; and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (64) intituled: "An Act to incorporate the British Columbia and White River Railway Company," was read a second time.

On motion of the Honourable Mr. Yeo, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (J 1) intituled: "An Act to incorporate the Canadian Baptist Foreign Mission Board."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said amendments be agreed to.

Ordered, That a Message be sent to the House of Commons to acquaint that House that the Senate have agreed to their amendments to the said Bill without any amendment.

With leave of the Senate,

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson,

That the fees paid on the Bill (I 1), An Act respecting the Baptist Convention of Ontario and Quebec, and the Bill (J 1), An Act to incorporate the Canadian Baptist Foreign Mission Board, be refunded to the promoters less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The House according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (M 2) intituled: "An Act to amend the Juvenile Delinquents Act, 1908."

(In the Committee.)

Title read and postponed.

Preamble read and postponed.

Sections 1 and 2 were severally read and agreed to.

It was moved that Clause 3 be added to the said Bill.

Clause 3.

3. Subsection 2 of Section 23 of the said Act is amended by adding after the words "or a Sub-committee thereof" in the third line the words "if willing to act." Act."

Subsection 3 of Section 23 of the said Act is amended by adding, after the words "is in force," in the second line thereof, the words "or no such society willing to act."

The question of concurrence being put thereon, it was resolved in the affirmative.

Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Campbell from the said Committee reported that they had gone through the said Bill, and had directed him to report the same, with an amendment which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk:—

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That Rule 24 (a) and (h) be suspended and the said amendments be agreed to.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for resuming the further adjourned Debate on the Motion of the Honourable Mr. Campbell, "That the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works," be now read a second time.

After debate,

The Honourable Mr. Beique in amendment moved, seconded by the Honourable Mr. Legris,

That the word "not" be inserted before the word "now" and the following words be added at the end of the question "but that it be read a second time this day six months."

After further debate,

On motion of the Honourable Mr. Poirier, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That further debate on the said motion be adjourned.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (P 1) intituled: "An Act to incorporate the Western Canal Company."

On motion of the Honourable Mr. Boique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Boique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Young, presented to the Senate a Bill (U 2)* intituled: "An Act for the relief of Gertrude Mary Grantham."

The said Bill was read a first time.

With leave of the Senate,

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson,

That the said Bill be read a second time on Friday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Casgrain presented to the Senate a Bill (V 2) intituled: "An Act for increasing the capital stock of the Richelieu and Ontario Navigation Company."

The said Bill was read a first time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Beique, it was

Ordered, That Rules 23f, 24a, 63 and 119 be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be read a second time.

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Honourable Mr. Watson, presented to the Senate a Bill (W 2) intituled:
"An Act respecting the Canada National Fire Insurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,
The Senate adjourned.

Thursday, 27th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Lougheed,	Riley,
Beique,	David,	Macdonald	Roche,
Boucherville, de	Davis,	(Victoria),	Ross (Halifax),
(C.M.G.),	Derbyshire,	MacKay (Alma),	Ross
Bowell	Dessaulles,	MacKeen,	(Sir George W.),
(Sir Mackenzie),	Domville,	McHugh,	Roy,
Campbell,	Douglas,	McMillan,	Scott
Cartwright	Ellis,	McMullen,	(Sir Richard),
(Sir Richard),	Farrell,	McSweeney,	Talbot,
Casgrain,	Gillmor,	Miller,	Tessier,
Chevrier,	Jaffray,	Mitchell,	Thompson,
Choquette,	King,	Montplaisir,	Watson,
Cloran,	Kirchhoffer,	Owens,	Wilson,
Coffey,	Landry,	Poirier,	Yeo,
Comeau,	Lavergne,	Power,	Young.
Costigan,	Legris,	Ratz,	

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the amendment made by the House of Commons to Bill (O) intituled: "An Act respecting the Western Alberta Railway Company," presented the following Report:—

Ordered, That it be received and the same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

THURSDAY, 27th April, 1911.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred an amendment made by the House of Commons, to Bill (O), An Act respecting the Western Alberta Railway Company, have in obedience to the Order of Reference of April 19th, 1911, considered the said amendment, and now beg leave to report that they have agreed to the same without amendment.

All which is respectfully submitted.

F. L. BEIQUE,

Chairman.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Y 1) intituled: "An Act to incorporate the Quebec and Great North Western Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 2.—Take out "thence."

Page 4.—Take out the whole of clause "18."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said amendments be taken into consideration to-morrow.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of the Senate do issue for a Return of copies of the instructions issued by the Minister of the Interior to the Commissioner of the Northwest Territories.

The Right Honourable Sir Richard Cartwright presented to the Senate,—A Supplementary Return to an Order of the Senate dated 24th January, 1911, for a Return showing year by year, from July 1, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the Departments of this country.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 74b.)

A Message was brought from the House of Commons by their Clerk and the following words:—

HOUSE OF COMMONS,

THURSDAY, 27th April, 1911.

Resolved, That a Message be sent to the Senate to inform their Honours that this House has agreed to their request to give leave to the Clerk of the Senate to correct a clerical error in the Bill No. 181 (Letter J 2 of the Senate), intituled: "An Act for the relief of Pauline Winslow Saunderson," sent down to the House of Commons, by substituting "1901" for "1910" in the sixth line of the said Bill.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

The Honourable Mr. Domville, presented to the Senate a Bill (X 2) intituled: "An Act to amend The Water Carriage of Goods Act, as regards the delivery of wood."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Order of the Day being read for the Third Reading of Bill (N 2) intituled: "An Act for the relief of Violet Jane Dakin."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Violet Jane Dakin; praying for a Bill of Divorce and other papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (O 2) intituled: "An Act for the relief of Hugh Samuel Bell."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson.

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson.

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Hugh Samuel Bell, praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (E 2) intituled: "An Act to confer on the Commissioner of Patents certain powers for the relief of Trussed Concrete Steel Company of Canada, Limited," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (M 2) intituled: "An Act to amend the Juvenile Delinquents Act, 1908," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (P 1) intituled: "An Act to incorporate the Western Canal Company," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for resuming the adjourned Debate on the consideration of the Twenty-first Report of the Standing Committee on Divorce, to whom was referred the Petition of Andrew Lorne Hamilton, together with the evidence.

On motion of the Honourable Mr. Choquette, seconded by the Honourable Mr. Kirchoffer, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of Bill (Q 2) intituled: "An Act for the relief of Joseph Doust."

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (R 2) intituled: "An Act respecting certain patents of Munderloh and Company," Limited, was read a second time.

On motion of the Honourable Mr. Domville, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The House according to Order was adjourned during pleasure and again put into a Committee of the Whole on (Bill Q), An Act respecting Grain. And on the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain. And also on the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain.

(In the Committee.)

After some time the House was resumed, and
6026.—24.

The Honourable Mr. Derbyshire, from the said Committee reported that they had taken the said Bill into consideration, made some progress therein and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Tuesday next and that it be the first Order after Third Readings.

The House according to Order proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (I 2) intituled: "An Act to incorporate the Continental Fire Insurance Company."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to Bill (C 2) intituled: "An Act respecting a patent of the Boiler Flue Cleaner and Supply Company."

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for resuming the further adjourned debate on the motion of the Honourable Mr. Campbell, that the Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works," be now read a second time.

The yeas and nays being called for they were taken down as follows:—

Yeas, 20; nays, 7.

The said Bill was then read a second time accordingly.

Then the Honourable Mr. Campbell moved, seconded by the Honourable Mr. Lavergne,

That the said Bill be referred to a Special Committee for report thereon, the said Committee to be composed of the following members, viz.:—The Honourable Messieurs Power, Loughheed, Sir Mackenzie Bowell, Casgrain, Watson, Ellis, Thompson, Baird, and the mover.

After further debate.

On motion of the Honourable Mr. Legris, seconded by the Honourable Mr. McMullen, it was

Ordered, That further debate be adjourned until Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (179) intituled: "An Act respecting the Songhees Indian Reserve," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be read a second time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until 2.30 o'clock p.m. to-morrow.

Friday, 28th April, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Landry,	Owens,
Beique,	Dandurand,	Lavergne,	Poirier,
Boucherville, de (C.M.G.),	David,	Legris,	Power,
Bowell	Davis,	Lougheed,	Ratz,
(Sir Mackenzie),	Derbyshire,	Macdonald	Riley,
Campbell,	Dessaulles	(Victoria),	Roche,
Cartwright	Domville,	MacKeen,	Scott
(Sir Richard),	Douglas,	McHugh,	(Sir Richard),
Casgrain,	Edwards,	McMillan,	Talbot,
Chevrier,	Ellis,	McMullen,	Thompson,
Choquette,	Farrell,	McSweeney,	Watson,
Cloran,	Gillmor,	Miller,	Wilson,
Coffey,	Jaffray,	Mitchell,	Yeo,
Comeau,	King,	Montplaisir,	Young,

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (V 2) intituled: "An Act to provide for increasing the Capital Stock of the Richelieu and Ontario Navigation Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

Then, on motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, that the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (4) intituled: "An Act to amend the Railway Act," reported that they had gone through the said Bill, and had directed him to make the following report:—

Ordered, That the Report be now received, and

That said Report was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

April 28, 1911.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (4 from the House of Commons) intituled: "An Act to amend the 6026.—244.

Railway Act," have in obedience to the Order of Reference of March 23, examined the said Bill and now beg leave to report:—

That the preamble of the Bill has not been proved to their satisfaction and that the grounds on which the Committee have arrived at such a conclusion are that the provisions of the Bill are not practicable and that the passage thereof would not be in the public interest.

All which is respectfully submitted.

F. L. BEIQUE,
Chairman.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration on Wednesday next.

The Honourable Mr. Thompson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (T 2) intituled: "An Act respecting La Sauvegarde Life Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Béique, second by the Honourable Mr. David, it was

Ordered, that the Rule, 24 (a) and (b) be suspended in so far as it relates to this Bill.

Then, on motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, that the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, that the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Thompson, Acting Chairman, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (D 2) intituled: "An Act respecting the Canada Cement Company, Limited," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 8.—Take out from "Limited" to "create" in line 10 and insert in its place the following:—"may by by-law passed or sanctioned by a vote of not less than two-thirds in value of the subscribed stock of the Company present or represented at a special general meeting duly called for considering the same."

Page 1, line 21.—Take out "resolution" and substitute "by-law."

Page 1, line 33.—After "cancelled" insert as paragraph (b) the following:—(b) Such debenture stock, as and when so issued from time to time shall be allotted at such price, not less than par, as the directors shall determine, to the then outstanding preference shareholders of the Company pro rata, and any of such allotted debenture stock which is not taken up by a shareholder to whom such allotment has been made, within two months after such notice of such allotment has been mailed to his address, or which he declines to accept, may be allotted to all other preference shareholders willing to exchange their preference stock for such debenture stock pro rata or to be sold or disposed of to provide funds to purchase outstanding preference shares."

Page 2.—Add the following as clause “4:”—“4. Nothing in this Act shall be deemed to lessen or impair in any way the rights, as a creditor, of any person who, at the time of the cancellation and redemption of any such preference stock, is a creditor of the company.”

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, that the said amendments be taken into consideration on Tuesday next.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A Return to an order of the Senate dated 23rd February, 1911, for a statement showing the number of gold, silver, and bronze medals, which the Quebec Battlefields Commission has caused to be struck in commemoration of the three hundredth anniversary of the foundation of the City of Quebec, the cost of each of these series of medals, the names of the persons to whom, or the institutions to which, gold medals, silver medals, and bronze medals have been given.

Ordered, that the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. 58d.)

The Order of the Day being read for the Third Reading of Bill (Q-2) intituled: “An Act for the relief of Joseph Doust.”

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson, That the said Bill be now read a third time.

The Honourable Mr. Cloran, in amendment, moved, seconded by the Honourable Mr. Domville,

That the word “not” be inserted before the word “now” and the following be added at the end of the question:—“but that it be read a third time this day six months.”

After debate,

On motion of the Honourable Mr. Lougheed, seconded by Sir Mackenzie Bowell, it was

Ordered, That the said debate on the said motion be adjourned until Tuesday next.

Pursuant to the Order of the Day, the Bill (I2) intituled: “An Act to incorporate the Continental Fire Insurance Company of Canada,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (C2) intituled: “An Act respecting a patent of the Boiler Flue Cleaner and Supply Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the second reading of Bill (P2) intituled: “An Act for the relief of Fanny Mary Healy.”

The Honourable Mr. Talbot moved, seconded by the Honourable Mr. Baird,

That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Talbot moved, seconded by the Honourable Mr. Baird,
That the said Bill be read a third time on Tuesday next.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (S 2) intituled: "An Act respecting
the Cariboo, Barkerville and Willow River Railway Company," was read a second
time.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr.
Yeo, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways,
Telegraphs and Harbours.

With leave of the Senate,

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr.
Yeo, it was

Ordered, That Rules 24 (a) and 119 be suspended in so far as they relate to the
said Bill.

The Order of the Day being read for a second reading of the Bill (U 2) intituled:
"An Act for the relief of Gertrude Mary Grantham."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen,
That the said Bill be now read a second time.

Which being objected to

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. McMullen,
That the said Bill be read a third time on Tuesday next.

The question of concurrence being put thereon, the same was, on a division,
resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (W 2) intituled: "An Act respecting
the Canada National Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr.
Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking
and Commerce.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr.
Young, it was

Ordered, That Rule 24 (a), 63 and 119 be suspended in so far as they relate to
the said Bill.

The Senate according to Order proceeded to the consideration of the amendments
made by the House of Commons to Bill (O) intituled: "An Act respecting the
Western Alberta Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr.
Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That a Message be sent to the House of Commons to acquaint that
House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (Y 1) intituled: "An Act to incorporate the Quebec and Great North Western Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Power,

The Senate adjourned until Tuesday next at three o'clock in the afternoon.

Tuesday, 2nd May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs.

Baird,	Derbyshire,	Legris,	Ratz,
Beith,	Dessaulles,	Lougheed,	Riley,
Bostock,	De Veber,	Macdonald	Roche,
Boucherville, de	Domville,	(Victoria),	Ross
(C.M.G.),	Douglas,	McHugh,	(Sir George W.),
Bowell	Edwards,	McMillan,	Scott
(Sir Mackenzie),	Ellis,	McMullen,	(Sir Richard),
Cartwright	Farrell,	McSweeney,	Talbot,
(Sir Richard),	Gibson,	Miller,	Tessier,
Chevrier,	Gillmor,	Mitchell,	Thompson,
Cloran,	Jaffray,	Montplaisir,	Watson,
Coffey,	King,	Owens,	Wilson,
Comeau,	Landry,	Poirier,	Yeo,
Costigan,	Lavergne,	Power,	Young.
David,			

PRAYERS.

His Honour the Speaker informed the Senate that he had received the following telegram:—

QUEBEC, QUE., 29th April, 1911.

HON. J. K. KERR,
Speaker of the Senate,
Ottawa.

I regret to inform you of the death of His Honour Sir C. A. P. Pelletier, Lieutenant Governor of Quebec which occurred at three p.m. to-day.

VICTOR PELLETIER,
Captain A.D.C.

6.25, p.m.

With leave of the Senate.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Lougheed,

That the following named Members of the Senate, to wit, the Honourable Messieurs De Boucherville, Landry, Dandurand, Casgrain and Tessier be delegated to represent the Senate at the obsequies of the late Sir C. A. P. Pelletier.

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Lougheed, Acting Chairman, from the Standing Committee on Divorce, presented their Twenty-eighth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 43,

TUESDAY, 2nd May, 1911.

The Committee on Divorce beg leave to make their Twenty-eighth Report, as follows:—

In the matter of the Petition of George Mackay Sutherland, of the City of Toronto, in the Province of Ontario, dentist; praying for the passing of an Act to dissolve his marriage with Annic Lee Snow, of the said City of Toronto, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

JAMES A. LOUGHEED,

Acting Chairman.

The Honourable Mr. Lougheed moved, seconded by the Honourable Sir Mackenzie Bowell.

That the said Report be taken into consideration by the Senate on Thursday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—A General Rule and Order of the Exchequer Court of Canada in regard to Seals.

Laid before the Senate pursuant to Section 88 of the Exchequer Court Act.

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers No. 202.)

The Order if the Day being read for resuming the adjourned Debate on the motion for the Third Reading Bill (Q 2) intituled: "An Act for the relief of Joseph Doust."

The Honourable Mr. Lougheed moved, seconded by the Honourable Mr. Young,

That the said Bill together with the Report of the Committee on Divorce referring to the said Bill, be referred back to the said Committee for reconsideration.

The question of concurrence being put thereon, the same was, on division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (P 2) intituled: "An Act for the relief of Fanny Mary Healy."

The Honourable Mr. Talbot moved, seconded by the Honourable Mr. Baird,

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Talbot moved, seconded by the Honourable Mr. Baird,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Fanny Mary Healy, praying for a Bill of Divorcè and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the Third Reading of Bill (U 2) intituled: "An Act for the relief of Gertrude Mary Grantham."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson,

That the same be postponed until to-morrow.

Ordered accordingly.

Pursuant to the Order of the Day the Bill (Y 1) intituled: "An Act to incorporate the Quebec and Great North Western Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The House according to Order was adjourned during pleasure and again put into a Committee of the Whole on Bill (Q) intituled: "An Act respecting Grain." And on the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain. And also on the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain.

(In the Committee.)

Section 2 read and amended as follows:—

Page 2, line 38.—After the word "terminal" insert paragraph (Z):—

"(Z) 'Hospital Elevator' includes every elevator or warehouse situated at a terminal point which is used for the cleaning or other special treatment of rejected or

damaged grain and which is equipped with special machinery for that purpose."

Section 20 read and amended as follows:—

Page 6, line 14.—After "provided" insert the following: "They may make also, with the consent of the Governor in Council, such further rules and regulations as the Board deem expedient for the government and control of terminal and other elevators, the licensing and bonding of same, and all other matters in the best interests of the grain producers and the Canadian Grain trade."

Section 92 read and amended as follows:—

Page 19, line 8.—After "92" insert "except as provided by Section 123A, in the case of hospital elevators."

Section 145 read and amended as follows:—

Page 33, line 45.—After "an" insert "hospital."

Page 32, line 10.—After "Council" add the following:—

"Section 123A. There may be such number of hospital elevators as may be determined from time to time by the Board. Such elevators shall be situate only at a terminal point, and shall be governed by such regulations and restrictions as are imposed by the Board.

"2. Any such elevator shall be required to take out a license and furnish a bond in such amount as the Board shall determine.

"3. Notwithstanding anything to the contrary contained in this Act, but subject nevertheless to the provisions of subsection 5 of Section 115, grain which is being shipped out from a hospital elevator shall, at the request of the owner or possessor thereof, or of his authorized agent be inspected and graded and the grade so arrived at shall be the grade thereof."

After some time the House was resumed, and

The Honourable Mr. Derbyshire, from the said Committee reported that they had taken the said Bill into consideration, made some progress thereon and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow and that it be the first Order after Third Readings.

The Order of the Day being read for the Second Reading of the Bill (X 2) intituled: 'An Act to amend the Water Carriage of Goods Act as regards the delivery of wood.'

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. Campbell that Bill (3) intituled: "An Act respecting the Hours of Labour on Public Works," be referred to a Special Committee.

On motion of the Honourable Mr. Legris, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the Second Reading Bill (179) intituled: "An Act respecting the Songhees Indian Reserve."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (D 2) intituled: "An Act respecting The Canada Cement Company, Limited."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (45) intituled: "An Act respecting the Montreal Park and Island Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (104) intituled: "An Act to amend the Post Office Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (132) intituled: "An Act to correct certain clerical errors in the French version of the Inland Revenue Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk in the following words:—

FRIDAY, 23th April, 1911.

Resolved, That a Message be sent to the Senate to acquaint their Honours that this House has agreed to their first amendment to the Bill No. 75, An Act respecting the McClary Manufacturing Company, with an amendment, which is as follows:—

Line 12.—After "Company" strike out all the words to the end of said amendment and insert the following instead therefor: "which manufactures or deals in any goods similar to those manufactured by the Company."

And that it has agreed to the second, third, fourth and fifth of their amendments, without any amendment.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

Clerk of the Commons.

On motion of the Honourable Sir Richard Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Message be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk with the Bill (K) intituled: "An Act respecting the Hamilton Provident and Loan Society," and to acquaint the Senate that they have passed the said Bill with the following amendments to which they desire their concurrence.

The said amendments were then read by the Clerk, and they are as follows:—

Page 1, line 14.—Strike out "in" and insert "up."

Page 1, line 15.—Strike out “such aggregate borrowings” and insert “the aggregate of such deposit and debentures and debenture stock issued.”

Page 1, line 18.—Strike out “borrowings” and insert “deposit and debentures and debenture stock issued.”

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said amendments be taken into consideration on Thursday next.

A Message was brought from the House of Commons by their Clerk with the Bill (R 1) intituled: “An Act to incorporate the Ontario-Michigan Railway Company,” and acquaint the Senate that they have passed the said Bill with the following amendments, to which they desire their concurrence:—

The said amendments were then read by the Clerk, and they are as follows:—

Page 2, line 26.—After the word “Chatham” insert at or near the Village of Courtright.”

Page 3, line 28.—Strike out “who” and insert “which.”

Page 3, line 32.—After the word “Company” insert the following clauses:—

“13A. For the purpose of its undertaking and subject to the provisions of Section 247 of *The Railway Act*, the Company may acquire, but not by expropriation, electric or other power or energy, which may be transmitted and delivered to any place in the municipality through which the railway has been constructed, and may receive, transmit, distribute and supply such power or energy in any form, and may dispose of the surplus thereof, and may collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such rates and charges.

“13B. Nothing in this Act, or in *The Telegraphs Act*, shall authorize the Company to construct or operate any telegraphs or telephone lines, or any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company's works and not required for the undertaking of the Company, upon, along or across any highway or public place, without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose or distribute power or energy within or for use within the limits of any municipality, without the consent, expressed by by-law of such municipality.”

“13C. The Securities issued by the Company shall not exceed forty thousand dollars per mile of its railway, and may be issued only in proportion to the length of railway constructed or under contract to be constructed.

“13D. In addition to the securities authorized by Section 13C, of this Act, the directors if previously authorized as prescribed by Section 136 of *The Railway Act* may borrow moneys for the acquisition, construction, extension or development of any such properties, assets or works other than the railway, as the Company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture stock or other securities shall not exceed in amount the value of the properties assets or works, in respect whereof the issue is made.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (V 1) intituled: “An Act respecting the Alsek and Yukon Railway Company,” and

Bill (N 1) intituled: "An Act to incorporate The Pacific and Hudson Bay Railway Company," and to acquaint the Senate that they have passed the said Bills without any amendment.

A Message was received from the House of Commons to return the Bill (94), "An Act respecting the Western Central Railway Company"; and

Bill (97), An Act to prohibit the improper use of Opium and other Drugs, and to acquaint the Senate that they have agreed to amendments made by the Senate to the said Bills without any amendment.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until to-morrow.

Wednesday, 3rd May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Legris,	Ratz,
Beique,	Derbyshire,	Lougheed,	Riley,
Beith,	Dessaulles,	Macdonald	Robertson,
Bostock,	De Veber,	(Victoria),	Roche,
Boucherville, de	Domville,	MacKay (Alma),	Ross
(C.M.G.),	Douglas,	McHugh,	(Sir George W.),
Bowell	Edwards,	McMillan,	Scott
(Sir Mackenzie),	Ellis,	McMullen,	(Sir Richard),
Cartwright	Farrell,	McSweeney,	Talbot,
(Sir Richard),	Gibson,	Miller,	Tessier,
Chevrier,	Gillmor,	Mitchell,	Thompson,
Cloran,	Jaffray,	Montplaisir,	Watson,
Coffey,	King,	Owens,	Wilson,
Comeau,	Landry,	Poirier,	Yeo,
Costigan,	Lavergne,	Power,	Young.

PRAYERS.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twentieth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 3rd May, 1911.

The Standing Committee on Standing Orders have the honour to make their Twentieth Report.

Your Committee have examined the following petition and find that the Rules have been complied with in this case:—

Of James Hunter, President and R. B. Bickerdyke, Secretary of the Sault Saint Louis Light and Power Company, of the City of Montreal; praying for legislation extending the time for the completion of their proposed works.

All which is respectfully submitted.

FINLAY M. YOUNG,

Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Coffey, from the Joint Committee of both Houses of Parliament, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM, May 2nd, 1911.

The Joint Committee of both Houses on the Printing of Parliament beg leave to present the following as their Third Report:—

The Committee examined the following documents and recommend that they be not printed:—

56n. Return to an Order of the House of the 27th February, 1911, showing:—

1. How many Canadians have been accepted as members of the Canadian Navy.
2. What are the names and former residences of those who have been accepted.

58b. Return to an Address of the Senate dated 24th February, 1911, calling for a copy of the last Report made to the Government by the Members of the Quebec Battlefields Commission.

58c. Return to an Order of the Senate dated 12th January, 1911, for copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the Province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself.

59e. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any Member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59f. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any Member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59g. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59h. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59i. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59j. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59k. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59l. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

59m. Further Supplementary Return to an Address to His Excellency the Governor General of the 7th December, 1910, for a copy of all Petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of Reciprocity with the United States; and also, of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning Reciprocity with the United States, since the 1st January, 1910.

74a. Return to an Order of the Senate dated 1st February, 1911, showing year by year, from 1st July, 1896, up to date, the amounts paid to the *Montreal Herald*, by the several Departments of the Government of this country.

74b. Return to an Order of the Senate dated 25th January, 1911, for a Statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different Departments of the Government of this country.

74c. Return to an Order of the Senate dated 25th January, 1911, for a Statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different Departments of the Government of this country from the founding of that newspaper up to this date.

74d. Return to an Order of the Senate dated 1st February, 1911, showing, year by year, from 1st July, 1896, up to date, the amount paid *La Patrie*, of Montreal, by the several Departments of the Government of this country.

74e. Return to an Order of the Senate dated 1st February, 1911, showing year by year, from 1st July, 1896, up to date, the amounts paid to *La Presse*, of Montreal, by the several Departments of the Government of this country.

74f. Return to an Order of the Senate dated 24th January, 1911, showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the Departments of the Government of this country.

74g. Return to an Order of the Senate dated the 31st January, 1911, showing year by year, from 1st July, 1896, up to date, the amounts paid to the Martineau Company by the several Departments of the country.

74h. Return to an Order of the Senate dated the 31st January, 1911, showing year by year, from 1st July, 1896, up to date, the amounts paid to Mr. Jean Drolet, of Quebec, by the several Departments of the country.

74i. Return to an Order of the Senate dated 3rd February, 1911, showing, year by year, from 1st July, 1896, to this date, the sums of money paid to O. Picard and Sons, of Quebec, by the different Departments of the Government of this country.

74j. Return to an Order of the Senate dated 24th January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the Departments of this country.

74k. Return to an Order of the House of the 23rd February, 1911, showing:—

1. All sums of money paid by the Government since 31st March last to *Le Canada* newspaper of Montreal or the publishers of the same respectively, for advertising or printing, for lithographing or other work; and directly or indirectly for copies of the newspaper.

2. Is the said newspaper executing any work of any kind for the Government at present.

3. Have tenders been called publicly for any of the work done by said newspaper for the Government during the past year.

77l. Return to an Order of the Senate dated 18th January, 1911, showing:—

A. As relates to the main line of the Transcontinental:—

1. The respective length in miles of each of the divisions of the Transcontinental, named Division A, Division B, &c., from Moncton to Winnipeg, and specifying in which Province each of the divisions is located.

2. The estimated cost, at the outset, of the construction of the road in each division.

3. The actual price paid, on the 15th January instant, for the building of the line, sidings, bridges and other necessary works in each division.

4. The approximate cost in each division of the Transcontinental, of what remains to be constructed for the completion of the road.

B. As relates to the branch lines of the Transcontinental:—

1. The respective length of each of the said branch lines, specifying the district and the province within which the said branch lines are located.

2. The estimated cost, at the start, of the construction of each of the said branch lines.

3. The actual cost up to the 15th January instant, of the construction of said branch lines.

4. The probable cost of the works to be executed on each of the said branch lines.

5. The indication of the special section of the Act under which each branch line has been constructed.

6. The mention of all other branch lines proposed to be constructed by the Transcontinental Railway Commission or the Government, showing the length and probable cost thereof.

77m. Return to an Order of the House of the 23rd February, 1911, showing:—

1. What contracts outside of those numbered 1 to 21, inclusive, have been let for construction on the Transcontinental Railway at Winnipeg and St. Boniface of bridges, station buildings, freight houses, sheds, engine houses, turn tables, water tanks, section houses, workshops or other buildings, erections, structures or plant.

2. Were these contracts all let after advertisement and upon tender.

3. What is the cost or estimated cost according to schedule or bulk tender in each case, and who is the contractor in each case.

4. Were tenders asked for both by schedule and on bulk tender basis, on which system was the contract awarded and for what reason in each case.

5. What alterations have been made in any of the works since letting of contract, and at what increased or decreased cost.

77n. Return to an Order of the House of the 6th March, 1911, for a copy of the Report of the engineers who investigated overclassification, overbreak, or other alleged over allowances on progress or final estimate, on the Eastern Division of the Transcontinental Railway, the evidence taken, or other data collected, and of all letters, instructions, agreements, plans, drawings, photographs, memoranda and writings sent, given, had or used in connection with said investigation, not already brought down, together with a reference to the previous return where papers are already down; also, a copy of the previous report made by Messieurs Schreiber, Kelligher and Lumsden immediately before Mr. Lumsden's resignation.

77o. Return to an Order of the House of the 13th March, 1911, prepared upon the lines of Sessional Papers No. 48i of the 28th April, 1909, relating to the Eastern Division of the Transcontinental Railway, showing the actual expenditure upon each of the scheduled items upon each of the 21 contracts for construction of this Division, down to the estimate made upon each contract, and the estimated quantity of work to be done and material to be furnished as to each of these items, and the estimated cost to complete the contract in each case.

77p. Return to an Address of the Senate dated 23rd March, 1911, for a copy of the Order in Council dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission the spur line between the Quebec Bridge and the City of the same name.

86a. Return to an Order of the House of the 16th January, 1911, for a copy of all Instructions or communications from the Department of Public Works or any officer thereof, or the Minister of Public Works, to the Chief Architect, or any other Architect, with respect to the preparation of plans for the construction of a Post Office building at Parrsboro, Nova Scotia, and all other Post Office buildings or public buildings to be used wholly or in part by the Post Office Department, for which votes have been passed during the period from 1st January, 1908, to 31st December, 1910.

87d. Return to an Order of the Senate dated 9th March, 1911, of copy of the Contract entered into between the Bank of Montreal and the People's Bank of Halifax, in 1905, in connection with financial situation and with the obligations of the firm of Carrier and Lainé, a copy of which contract was handed over to the Government at the time of the financial transactions concluded between the Bank of Montreal and the Government in 1909.

91a. Return to an Order of the House of the 11th January, 1911, showing the Names of all persons who have been fined for breach of Fishery Regulations in the Coast waters of Prince Edward Island since the year 1900, up to this date, together with a statement of the penalties inflicted, moneys collected, and fines or portions thereof remitted, in each case; and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto.

93b. Return to an Order of the House of the 23rd January, 1911, for a summary Report on the state of the dredging works executed in the River Des Prairies up to the present time, making specially known the length, depth and width of the canal dredged up to date, and the amount expended on this work.

93c. Return to an Order of the House of the 23rd January, 1911, showing:—

1. A copy of the report of the engineer who made the survey and estimate of the Back River or Rivière des Prairies, between the Eastern end of the Island of Montreal

and the Lake of Two Mountains, in the Province of Quebec, in view of the dredging and deepening of said river.

2. Details of work and expenditure to date in connection with the said work.

3. Estimate of cost of work remaining to be done and especially of the part between Bourde à Plouffe and the Lake of Two Mountains.

93*d*. Return to an Order of the House of the 11th January, 1911, showing during the seasons 1904, 1905, 1906, 1907, 1908, 1909 and 1910, what amounts were paid to Messieurs. Dussault & Lemieux, Dredging Contractors, for work done by the *International*, the Government Dredge, leased to the said contractors, as far as the same can be ascertained.

98*d*. Return to an Order of the House of the 1st February, 1911, for a copy of all Leases, agreements and contracts made with any person, persons, company or corporation, granting by way of lease or otherwise any water-powers on or along the Trent Valley Canal; together with any correspondence in connection with same.

98*e*. Return to an Address to His Excellency the Governor General of the 23rd January, 1911, for a copy of all Correspondence concerning the lease or alienation of the Beauharnois Canal, of all reports called for by the Government and made concerning the said alienation by experts, officers of the Departments or others, of all Orders in Council respecting said alienation and of the deed or deeds between the Crown and the concessionnaires embodying the said lease or alienation and respecting also any transfers of their rights and privileges by the original grantees.

103*a*. Return to an Order of the House of the 13th February, 1911, showing the Names and addresses of all Sessional employees of the House of Commons, beginning with the Session immediately subsequent to the elections of 1896, and for each year succeeding, to and including the present Session, their duties in each case, their home addresses, their salaries, their transfers in each and every case to either other appointments of the Sessional staff or to permanent employment in any Department, the dates of each such appointment or transfer, upon whose recommendation each such appointment was made, their dismissals, if any, and the reasons therefor.

109*c*. Return to an Order of the House of the 27th February, 1911, showing respectively, the total trade, the imports, the exports for each year from 1846 to 1876, both inclusive, between the British North American possessions, except Newfoundland, and the United Kingdom, the United States of America, and other countries respectively.

125*a*. Return to an Address of the Senate dated 22nd February, 1911, for a copy of the Order in Council, dated 17th August, 1908, authorizing the transfer to the Government of the Quebec Bridge, and of all the assets, franchises and privileges then the property of the Quebec Bridge and Railway Company.

128*a*. Supplementary Return to an Order of the House of the 23rd January, 1911, showing the Date of incorporation, a copy of the Act of Incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers for data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian Company; also, the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or

other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses.

128b. Further Supplementary Return to an Order of the House of the 23rd January, 1911, showing the Date of incorporation, a copy of the Act of Incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian Company; also, the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses.

131a. Return to an Order of the Senate dated 10th February, 1911, showing in as many distinct columns, for the last five years, with an additional column containing the average thereof:—

I. The quantity and value of each of the following products:—

1. Live stock.
2. Pork and bacon.
3. Potatoes.
4. Eggs.
5. Butter.
6. Cheese.
7. Maple sugar.
8. Fruit.
9. Garden products.
10. Hay.
11. Wheat.
12. Flour.
13. Oats.
14. Other natural products.
15. Agricultural Implements.

Of Canadian origin exported to:—

- (a) the United States;
- (b) the English market;
- (c) other countries.

II. The quantity and quality of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—

- (a) the United States;
- (b) the British Isles;
- (c) other countries.

137a. Return to an Address to His Excellency the Governor General of the 5th December, 1910:—

1. Showing the contract between the Quebec Bridge and Railway Company and M. P. Davis, dated 27th July, 1903, providing for the construction of the lines of railway connecting the Quebec Bridge with the City of Quebec and with certain other railways, the tender upon which the contract was based, and the estimated cost at the time of the contract based upon scheduled quantities and prices.

2. The agreement transferring this undertaking to the Government, and of all correspondence and documents in connection therewith and of the Order in Council of 16th February, 1909, transferring it to the Commissioners of the Transcontinental Railway.

3. And stating the mileage of the lines of railway embraced in this contract.

4. The sums paid on account by the Quebec Bridge and Railway Company, and the purposes for which it was paid.

5. The amount owing or claimed by the contractor for work done or material supplied up to the time the undertaking was taken over by the Government, and the date of taking it over, the amount paid or undertaken to be paid by the Government to the Company or its Members, the estimated amount at that time required to complete the work, the amount the Government or Commissioners have since paid and the estimated amount yet to be paid.

6. And setting forth the reasons for taking the undertaking out of the hands of the Bridge and Railway Company and for transferring it to the Commissioners.

7. Any other sums paid, allowed or assumed for or on account of this Company or its members, and the account on which paid, allowed or assumed.

137*b*. Return to an Address to His Excellency the Governor General of the 6th March, 1911, for a copy of the Order in Council appointing, or providing for the appointment of, the engineers to prepare and determine upon plans and specifications, and superintend the construction of the Quebec Bridge, and of all instructions, correspondence, writings and documents, in connection with these appointments, including the two engineers; and also, a copy of any subsequent Orders in Council, or any instructions, correspondence, &c., relating to the refusal of any of the engineers to act, or continue in office, or the retirement, or substitutions of engineers.

137*c*. Return to an Order of the House of the 10th April, 1911, for a copy of all Correspondence between the Department of Labour and various labour organizations, or their officers, in connection with the Quebec Bridge.

137*d*. Return to an Order of the Senate dated 24th November, 1910, for a copy of all correspondence between the Government, some of its Members or employees, and the engineers appointed to prepare the plans of the new Bridge to replace the one which collapsed at Quebec in the year 1907.

154. Return to an Order of the House of the 30th January, 1911, showing the total amount of money that has been expended on the Seybold building for alterations and repairs, or in installation of elevators, heating apparatus or other fixtures, by the Government during the term of the present lease, and also under the former lease, when used for census purposes.

2. The particulars of expenditures and to whom were the several amounts paid.

157*a*. Partial Return to an Address to His Excellency the Governor General of the 8th February, 1911, for a copy of all Correspondence, memoranda, reports, memorials, plans, Orders in Council, treaties, conventions, agreements, documents and papers of every kind, touching any proposal or Bill to erect dams or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof; including all statutes of the State of New York and the United States of America relating thereto, and all Bills now before the Congress of the United States of America touching the same, and all the proceedings upon all such Statutes and Bills.

158. Return to an Order of the House of the 16th February, 1911, giving the Names of all persons receiving Fishery Bounties, and the amount received by each, at each of the following ports:—Bauline, Little Lorraine, Main-à-Dieu and Scaterie, in the County of Cape Breton, Nova Scotia.

159. Return to an Order of the House of the 20th January, 1911, for a copy of all Reports, correspondence and documents, not already brought down, including

report of survey made in 1909 of the harbour of Cape John and Tatamagouche Bay, in the counties of Pictou and Colchester, in the Province of Nova Scotia, relating to the route of the winter steamers between Prince Edward Island and the Mainland of Canada, and suggesting or recommending a change or changes on such route, and an increase in the number of trips daily of such winter steamers; also, a copy of all similar papers, not already brought down, relating to the route of the summer mail steamers between Charlottetown and the Mainland of Canada, and suggesting a change in that route, and an increase in the number of trips daily; and also, with regard to connecting such suggested route with a point on the Intercolonial Railway; also for a copy of all similar papers, if any, relating to or suggesting the route between Cape Traverse in Prince Edward Island and Cape Tormentine in the Mainland, as a route for the winter and summer steamer; also, for a copy of all reports, papers and correspondence relating to additional or improved aids to navigation of the Harbour of Charlottetown and entrance thereto and in Tatamagouche Bay and harbour.

160. Return to an Address to His Excellency the Governor General of the 20th February, 1911, for a copy of all Correspondence, recommendations, Orders in Council, or other documents relating to the case of R. E. Curran, a railway mail clerk, who was fatally injured in an accident at Owen Sound, on the 29th May, 1908, and with regard to which application was made for a compassionate grant or allowance to his heirs or family.

161. Return to an Address to His Excellency the Governor General of the 27th February, 1911, for a copy of all Orders in Council, reports, correspondence, documents and papers touching the dismissal of the sub-collector of Customs at Mahone Bay, Nova Scotia.

162. Return to an Order of the House of the 20th February, 1911, showing:—

1. The nature of the subsidy which has been granted to the Vancouver Dry Dock Company.

2. The nature of payment of interest or of a guarantee of such subsidy.

163. Return to an Order of the House of the 6th March, 1911, for a copy of all Papers, reports of appraiser, letters and correspondence relating to the appraising and passing the Customs of the vessel *Wanda*, owned by one William R. Travers, Toronto, on the 20th October, 1909.

164. Statement of the affairs of the British Canadian Loan and Investment Company, (Limited), for the year ended 31st December, 1910.

Also, a list of the shareholders on 31st December, 1910, in accordance with Chapter 57 of 39 Victoria.

165. Return to an Order of the House of the 27th February, 1911, showing:—

1. How many Fisheries Officers have been appointed in connection with the Ontario Fisheries service within the last year.

2. What are their names, their rank, and the limits territorially of the jurisdiction of each.

3. What is the salary of each, and what is the length of time or duration of such appointments.

4. Do the duties of these officers in any, and in what cases duplicate the services of similar officers appointed by the Ontario Legislature.

5. Has anything been done, and what, to prevent the duplication of this service.

6. What is the total revenue derived during the years 1909 and 1910 from fisheries for the Province of Ontario, and what was the total expenditure.

7. What will be the total expenditure for the year 1911.

8. Is any, and what, system followed in making appointments to this service as to efficiency.

165a. Return to an Order of the House of the 16th February, 1911, showing how many wardens for the protection of Fisheries were appointed in the County of

Victoria, Nova Scotia, between July and December in the years 1906, 1907, 1909 and 1910.

2. Their names, length of service and amount paid to each.

166. Return to an Order of the House of the 23rd January, 1911, for a copy of all Correspondence between the Post Office Department and any of its officials or other persons, relative to making an allowance for the transportation of Letter Carriers on the tramway system in New Westminster.

167. Return to an Address of the Senate dated 23rd February, 1911, for a copy of all the Documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Isle, with a history of the ease, day by day, up to this date.

168. Return to an Address of the Senate dated 17th January, 1911, for a Statement of the number of divorces granted by the Parliament of Canada since 1894 to 1910 inclusive, together with the number of divorces granted by each of the courts of Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia; also, the population of each of those Provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901.

169. Return to an Address of the Senate dated 17th February, 1911, showing the correspondence exchanged, the report made by the Captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c.

170. Return to an Address of the Senate dated 10th March, 1911, for a Statement showing:—

1. Who are among the judges of the Superior Court of the Province of Quebec, those whose place of residence is fixed by the Commission appointing them, and what is, for each of these judges, the place so fixed.

2. Who are the judges whose place of residence has been fixed or changed by Order in Council, and what is for each of these judges, the place of residence now fixed.

3. Who are the judges whose place of residence has never been fixed, neither in the Commission nor by any subsequent Order in Council, and what is the judiciary district to which they were appointed.

171. Return to an Order of the House of the 30th January, 1911, for a copy of all Advertisements, letters, contracts, complaints, reports of inspectors and other correspondence regarding mail routes Trout Creek to Loring and Powassan to Nipissing or Restoule.

172. Return to an Order of the House of the 14th December, 1910, showing what Ministers of the Crown were abroad in 1908, 1909, and 1910, on public business and on what business; what expenses were incurred by each while engaged on public business; what persons, if any, accompanied each Minister on public business whose expenses were paid by the Government, and the amount of such person's expenses.

173. Return to an Order of the House of the 27th February, 1911, showing the value, respectively, of the following products of the country, by Provinces, during the years 1909 and 1910, agricultural products of all kinds, including field products of every kind, fruit, vegetables, live stock, &c., dairy products, &c.; timber of all kinds; minerals of all kinds; fish of all kinds; and manufactured goods of all kinds.

175. Return to an Order of the House of the 14th December, 1910, showing what amount has been paid by the Government during the last fiscal year for Cab hire and Street Railway fares in the City of Ottawa for the following persons, with the names and the amounts in each case: Ministers of the Crown; Speaker of the Senate and House of Commons; Civil Servants of all grades from Deputy Ministers down; all other persons employed in any Government work or other service.

175a. Return to an Order of the House of the 14th December, 1910, showing what amount has been paid by the Government during the last fiscal year for travelling expenses with the names and the expenditure in each case, under the following heads, viz.: Railway, Steamship, and other lines of transportation; Private Cars; Pullman Cars; tips to Waiters; Meals and Hotel expenses; for the following persons: Ministers of the Crown; Civil Servants of all grades; Immigration agents; and other persons employed by the Government on any special or other work.

177. Return to an Order of the House of the 20th February, 1911, for a copy of the Application by or on behalf of the Glace Bay Bait Association, Glace Bay, Nova Scotia, for moneys in connection with the Cold Storage building for the storage of Bait, at Glace Bay; also, a copy of all correspondence between the said Bait Association or anyone on its behalf, and the Government, any Department of the Government, or anyone on behalf of the Government, or any of its Departments.

177a. Return to an Order of the House of the 3rd April, 1911, for a copy of all the Correspondence in connection with the building of the bait freezers at Louisburg and Lingan in the Riding of South Cape Breton.

178. Return to an Address of the Senate dated 8th March, 1911, for a copy of the Complaint made by the Commandant of the 61st Regiment against the Commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the Report of the Inspector General respecting the case.

179. Return to an Order of the House of the 16th March, 1911, showing the average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively in Eastern Provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York.

179a. Return to an Order of the House of the 23rd March, 1911, showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon.

180. Return to an Order of the House of the 14th November, 1910, showing the total payments made by the Government to the Eclipse Manufacturing Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the Government to the Office Specialty Manufacturing Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the Government to Messieurs Ahearn & Soper for the year 1909-10, and how these contracts were let.

181. Return to an Order of the Senate dated 22nd February, 1911, for a copy of all Orders in Council and of all orders issued by the Minister of the Interior giving, from time to time, to the Commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive in so far as concerns the Government of the Northwest Territories.

182. Return to an order of the Senate dated 16th March, 1911, for a copy of all Correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer*, near the Strait of Belle Isle, and of the investigation held with reference thereto at Quebec during the month of September or October last.

183. Return to an Order of the House of the 15th February, 1911, showing all Communications, telegrams, letters, petitions or plans relating to the rifle range at Bear River, Nova Scotia, received since January, 1909.

2. From whom received and upon what dates respectively.

184. Return to an Order of the House of the 14th December, 1910, showing what total amount has been annually expended in each Province since 1880 by the Depart-

ment of Public Works for Harbours and Rivers, together with the annual totals of said expenditure for the whole of Canada; also, that the Department of Public Works prepare and lay upon the Table of this House with this Return a map for each Province, showing the location of all wharves, piers, breakwaters, &c., constructed or purchased by the Federal Government, and presently owned by the Dominion of Canada.

185. Return to an Order of the Senate dated 22nd February, 1911, for:—

1. Copies of all papers relating to the appointment of Martin Dickie to the Command of the 76th Regiment of the Counties of Colchester and Hants.

2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieutenant General Drury and others to the command of the said regiment.

3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.

4. Copies of all correspondence and other papers and documents relating to the recent reorganization of the 78th Colchester, Hants and Pictou Regiment of "Highlanders."

186. Return to an Order of the House of the 27th March, 1911, showing the Mileage of Railways owned, controlled or operated in the United States by the Grand Trunk, the Canadian Pacific and other Canadian Railway Companies.

2. Also the Mileage of Railways owned, controlled or operated by the United States Railway Corporations in Canada.

187. Return to an Order of the House of the 3rd April, 1911, for a copy of all Correspondence, declarations, telegrams, mailing lists, and other documents relating to an application asking for the granting of Statutory Postal privileges to a newspaper published at New Glasgow, Nova Scotia, called the *Guysborough Times*.

188. Return to an Order of the House of the 23rd January, 1911, for a copy of all Memorials, reports, correspondence and documents in the possession of the Government, not already brought down, relating to a survey of a route for a tunnel under the Straits of Northumberland between the Province of Prince Edward Island and the Mainland of Canada, and also, relating to the construction of such tunnel.

189. Return to an Order of the House of the 27th February, 1911, for a copy of all Enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the Census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principal system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching Census in Canada.

190. Return to an Order of the House of the 6th February, 1911, showing:—

1. How many employees were connected with the Printing Bureau in 1896.

2. The names of those employees connected with the Printing Bureau who were dismissed between 1896 and 1911, and the date of dismissal and the cause in each case.

3. The names of those employees, who resigned or died between the years 1896 and 1911, and the date of resignation or death in each case.

4. The names of those who have been appointed to positions in connection with the Printing Bureau between 1896 and 1911, and the date of appointment in each case.

191. Return to an Address of the Senate dated 17th January, 1911, for a copy of the Agreements concluded between the Government and the former proprietor of the Stadacona Farm at St. Félix du Cap Rouge, with reference to the purchase of the said farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters.

The Committee recommend that the books containing the lists of names of Senators and Members of the House of Commons, together with lists of Committees, be hereafter bound in one volume, and that they contain the Electoral and Senatorial Districts represented, the Post Office addresses, and Electoral and Senatorial Districts separately, in alphabetical order.

All which is respectfully submitted.

THOMAS COFFEY,
Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Domville, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. Gibson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (W 2) intituled: "An Act respecting The Canada National Fire Insurance Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. David, presented to the Senate a Bill (Y 2) intituled: "An Act respecting the Sault St. Louis Light and Power Company."

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That Rules 23f, 24a, 63 and 119, be suspended and the said Bill be read a second time presently.

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Honourable Mr. Derbyshire, presented to the Senate a Bill (Z 2) intituled: "An Act respecting the Chatham, Wallaceburg and Lake Erie Railway Company."

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Owens, it was

Ordered, That Rules 23f, 24a, 63 and 119, be suspended and the said Bill be read a second time presently.

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Owens, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the Third Reading of Bill (U 2) intituled:—"An Act for the relief of Gertrude Mary Grantham."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson. That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Gertrude Mary Grantham; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House according to Order was adjourned during pleasure and again put into a Committee of the Whole on (Bill Q), An Act respecting Grain. And on the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain. And also on the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), An Act respecting Grain.

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Derbyshire, from the said Committee reported that they had taken the said Bill into consideration, made some progress thereon and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The Order of the Day being read for the consideration of the Twenty-seventh Report of the Standing Committee on Divorce, to whom was referred the Petition of William Francis Currie, together with the evidence taken before the said Committee.

The Honourable Mr. Lougheed moved, seconded by the Honourable Mr. Young.

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for resuming the adjourned Debate on the consideration of the Twenty-first Report of the Standing Committee on Divorce, to whom was referred the Petition of Andrew Lorne Hamilton, together with the evidence,

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Edwards, it was

Ordered, That the same be postponed until Wednesday the tenth instant.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred (Bill 4) intituled: "An Act to amend the Railway Act."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of Bill (X 2) intituled: "An Act to amend the Water Carriage of Goods Act as regards the delivery of wood."

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Lavergne, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (D 2) intituled: "An Act respecting The Canada Cement Company, Limited."

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Lavergne, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the amendment made by the House of Commons to the amendments made by the Senate to Bill (75), intituled: "An Act respecting the McClary Manufacturing Company."

On motion of the Honourable Mr. Coffey, seconded by the Honourable Sir George W. Ross, it was

Ordered, That the said amendment be agreed to.

Ordered, That a Message be sent to the House of Commons to acquaint that House that the Senate have agreed to their amendment, made to the amendments made by the Senate to the said Bill without any amendment.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (R 1) intituled: "An Act to incorporate The Ontario-Michigan Railway Company."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. McMullen, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Thursday, 4th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker,

The Honourable Messieurs

Baird,	Costigan,	Lavergne,	Power,
Beique,	Dandurand,	Legris,	Ratz,
Beith,	David,	Lougheed,	Riley,
Bolduc,	Derbyshire,	Macdonald	Roche,
Bostock,	Dessaulles,	(Victoria),	Ross
Boucherville, de	De Veber,	MacKay (Alma),	(Sir George W.),
(C.M.G.),	Domville,	McHugh.	Scott
Bowell	Douglas,	McMillan,	(Sir Richard),
(Sir Mackenzie),	Edwards,	McMullen,	Talbot,
Cartwright	Ellis,	McSweeney,	Tessier,
(Sir Richard),	Farrell,	Miller,	Thompson,
Casgrain,	Gibson,	Mitchell,	Watson,
Chevrier,	Gillmor,	Montplaisir,	Wilson,
Cloran,	Jaffray,	Owens,	Yeo,
Coffey,	King,	Poirier,	Young.
Comeau,	Landry,		

PRAYERS.

The Honourable Mr. Thompson from the Standing Committee on Internal Economy and Contingent Accounts, presented their Second Report.

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 3rd May, 1911.

The Committee on Internal Economy and Contingent Accounts have the honour to make their Second Report, as follows:—

1. Your Committee recommend that the Assistant Postmaster of the Senate, Mr. T. B. Weston, be placed under the Third division of Sub-division "A" of the Civil Service Classification, and that his title be "Assistant Postmaster."

2. Your Committee recommend that Mr. J. de St. Denis Lemoine, Sergeant-at-Arms, be promoted from Second Division, Sub-division "A" to First Division, Sub-division "B," of the Civil Service Classification.

All which is respectively submitted.

F. P. THOMPSON,

Chairman.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Report be taken into consideration to-morrow.

The Honourable Mr. McHugh, from the Standing Committee on Miscellaneous Private Bills to whom was referred the Bill (R2) intituled: "An Act respecting certain patents of Munderloh and Company, Limited," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

Then, On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (64) intituled: "An Act to incorporate the British Columbia and White River Railway Company," reported that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (93) intituled: "An Act to incorporate the Alberta Electric Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 2, line 43.—After clause 8 insert the following as sub-section 2 thereof:—

"2. Neither the Company nor any other company that may acquire or have the right to run over the line of the Company within the City of Calgary shall receive, carry, or discharge passengers from any point within the present limits of the said City to any other point within the present limits of the said City, without the consent of the Council of the said City, expressed by by-law; but the powers for the carriage of passenger traffic that may be exercised by the Company, or by any other company, over the line of the Company within the present limits of the said City, shall only extend to and include the receiving, forwarding, and delivering of through passenger traffic originating outside the present limits of the said City for delivery within the limits of the said City, or originating within the limits of the said City for delivery outside the limits of the said City."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (G2) intituled: "An Act to incorporate the High River, Saskatchewan and Hudson Bay Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 9.—Strike out from "therewith" to end of section 8.

Page 3, line 36.—Strike out clause 15 and substitute the following:—

"15. The Company may, for the purposes of its undertaking, construct, acquire or lease buildings for hotels or restaurants along its railway, and may carry on such business in connection therewith as tends to the comfort and convenience of

the travelling public; and may lay out and manage parks and summer and pleasure resorts with the approval, expressed by by-laws of the municipality having jurisdiction over the place in which such parks and summer and pleasure resorts are situated, and may lease the same."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendment be taken into consideration to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (102) intituled: "An Act to incorporate the Imperial Traction Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 2, line 1.—For clause 8 substitute the following:—

"8. The Company may lay out, construct and operate a railway, of the gauge of four feet eight and one-half inches, commencing at a point at or near Hamilton, passing through or near Guelph, Berlin, Stratford, St. Mary's, London, Ingersoll, Woodstock and Brantford, thence returning to the point of commencement at or near Hamilton; with extensions from a point at or near London to a point at or near Arkona, from a point between Brantford and Hamilton to a point at or near Niagara Falls, and from a point between St. Mary's and Stratford to a point at or near Lake Huron, following the shore of Lake Huron to a point at or near Sarnia."

Page 3, line 4.—For clause 13 substitute the following:—

"13. The Company may, for the purposes of its undertaking, construct, acquire or lease buildings for hotels and restaurants along its railway, and may carry on such business in connection therewith as tends to the comfort and convenience of the travelling public; and may lay out and manage parks and summer and pleasure resorts with the approval, expressed by by-law, of the municipality having jurisdiction over the place in which such parks and summer and pleasure resorts are situated, and may leave the same."

Page 3, line 13.—Leave out clause 14.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration to-morrow.

The Order of the Day being read for the consideration of the Twenty-eighth Report of the Standing Committee on Divorce, to whom was referred the Petition of George Mackay Sutherland, together with the evidence taken before the said Committee.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. Gibson.

That the said Report be now adopted.

The Honourable Sir Mackenzie Bowell in amendment moved, seconded by the Honourable Mr. Watson.

That the words "not" be inserted before the word "now" and that the following words be added at the end of the question "that it be postponed until to-morrow."

The question of concurrence being put on the question in amendment the same was carried in the affirmative, and

Ordered accordingly.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. Campbell that (Bill 3), "An Act respecting the Hours of Labour on Public Works," be referred to a Special Committee to be composed of the Honourable Messieurs. Power, Loughheed, Sir Mackenzie Bowell, Casgrain, Watson, Ellis, Thompson, Baird and the mover.

The Honourable Mr. McMullen in amendment moved, seconded by the Honourable Mr. Legris.

That the following names to wit, "Beique, Sir George W. Ross and McMullen" be inserted in the motion immediately after the name "Baird."

The question being put on the said motion in amendment the same was resolved in the affirmative, and

Ordered accordingly.

The question being then put upon the main motion as amended the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (179) intituled: "An Act respecting the Songhees Indian Reserve," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand.

Ordered, That the said Bill be committed to a Committee of the Whole to-morrow.

Pursuant to the Order of the Day the Bill (45) intituled: "An Act respecting the Montreal Park and Island Railway Company," was read a second time.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis.

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day the Bill (104) intituled: "An Act to amend the Post Office Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand.

Ordered, That the said Bill be committed to a Committee of the Whole to-morrow.

Pursuant to the Order of the Day the Bill (132) intituled: "An Act to correct certain clerical errors in the French version of the Inland Revenue Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand.

Ordered, That the said Bill be committed to a Committee of the Whole to-morrow.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to (Bill K) intituled: "An Act respecting the Hamilton Provident and Loan Society."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Beique, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Report be adopted.

The House according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (Q) intituled: "An Act respecting Grain." And
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on the consideration of the Report of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), "An Act respecting Grain." And also on the consideration of the Minority Report, presented by certain members of the Special Committee appointed to consider and report upon clauses 122, 123 and 242 of (Bill Q), "An Act respecting Grain."

(In the Committee.)

Section 123 reconsidered and struck out, and the following inserted in lieu thereof:—

"123. No person owning, managing, operating or otherwise interested in any public or terminal elevator shall buy or sell grain at any point in the western inspection division."

This first sub-section shall not apply to any person who owns, manages, operates or is otherwise interested in any terminal elevators;

1. Which has been leased to the Board for operation, or which has been leased to any person, firm or company for operation with the approval of the Board or which is managed and operated by persons approved by the Board.

2. Which is used or operated in connection with any flour mill situate at the same terminal point as such elevator: provided, however, that such elevator shall be subject to such restrictions and regulations as are from time to time imposed by the Board, with the approval of the Governor in Council.

Strike out clause (a) of section 242 and insert in lieu thereof:—

"(a) While owning, managing, operating or being otherwise interested in any public or terminal elevator buys or sells grain at any point in the western inspection division contrary to the provisions of section 123 of this Act;"

Section 2 again reconsidered and carried, as amended.

Section 12—Read and amended as follows:—

Page 5, line 11—After "Act" insert "subject to suspension or removal in the same manner as if appointed under the provisions of this Act."

Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Derbyshire, from the said Committee reported that they had gone through the said Bill, and had directed him to report the same, with several amendments which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said amendments be agreed to.

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred Bill (4), intituled: "An Act to amend the Railway Act."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day the Bill (X 2) intituled: "An Act to amend the Water Carriage of Goods Act as regards the delivery of wood," was read a second time.

On motion of the Honourable Mr. Donville, seconded by the Honourable Mr. Thompson.

Ordered, That the said Bill be Committed to a Committee of the Whole to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (D 2), intituled: "An Act respecting The Canada Cement Company, Limited."

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Young presented to the Senate a Bill (A 3) intituled: "An Act for the relief of William Francis Currie."

The said Bill was read a first time.

With leave of the Senate,

The Honourable Mr. Young moved, seconded by the Honourable Mr. Yeo,

That the said Bill be read a second time on Tuesday.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (R 1), intituled: "An Act to incorporate The Ontario-Michigan Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Beique, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be read a second time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Friday, 5th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Beique,	Dandurand,	Landry,	Poirier,
Bolduc,	David,	Lavergne,	Power,
Bostock,	Derbyshire,	Legris,	Riley,
Boucherville, de	Dessaulles,	Lougheed,	Roche,
(C.M.G.),	De Veber,	Macdonald	Scott
Bowell	Domville,	(Victoria),	(Sir Richard),
(Sir Mackenzie),	Douglas,	McHugh,	Talbot,
Cartwright	Edwards,	McMillan,	Tessier,
(Sir Richard),	Ellis,	McMullen,	Thompson,
Casgrain,	Farrell,	McSweeney,	Watson,
Chevrier,	Gibson,	Miller,	Wilson,
Cloran,	Gillmor,	Mitchell,	Yeo,
Coffey,	Jaffray,	Montplaisir,	Young.
Comeau,	King,	Owens,	

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred back the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," reported that they had further considered the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

That said amendments were then read by the Clerk, as follows:—

Page 1, line 18—After "point" strike out "between" and insert "at or near" after "Cardston" strike out "and Mountain View."

Page 1, line 19—After "westerly" strike out "at" and insert "to a point" after "Creek" insert "and thence."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration on Tuesday next.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Z2) intituled: "An Act respecting the Chatham, Wallaceburg and Lake Erie Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 1, line 12—Strike out "Erie Eau" and insert "Rondeau."

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the Rule, 24 (a), (h) and 129 be suspended in so far as they relate to this Bill.

Ordered, That the said amendment be agreed to.

Then, on motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (S 2) intituled: "An Act respecting the Cariboo Barkerville and Willow River Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

That said amendment was then read by the Clerk, as follows:—

Page 1, line 11—After clause I add the following as clause "A."

CLAUSE "A."

Except as provided in *The Railway Act* the Company shall not exercise the powers granted by sections 12 and 16 of the said chapter 62.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the Rule, 24 (a), (h) and 129 be suspended in so far as they relate to this Bill.

Ordered, That the said amendments be agreed to.

Then, on motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Yeo, it was

Ordered, That an Order of the Senate do issue for a Return showing the names, positions and pay of all persons appointed to the Intercolonial Railway Service in the City of St. John, N.B., from September the 1st, 1907 to March the 1st, 1911.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That an Order of this House do issue for a Return of all correspondence between the officers of the Quarantine at Quebec and the officers of the Departments of Agriculture, Interior and Marine, and of every other person with respect to the detention at the Quarantine at Grosse Isle, Quebec, and to the treatment of the Russian, Said Godlieb, who was declared by medical science to be affected with Asiatic cholera in November last, said correspondence to include the period beyond the period included in the correspondence already laid before this House.

Pursuant to the Order of the Day the Bill (R 2) intituled: "An Act respecting certain patents of Munderloh and Company, Limited," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (64) intituled: "An Act to incorporate the British Columbia and White River Railway Company," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (Q) intituled: "An Act respecting Grain," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (D 2) intituled: "An Act respecting The Canada Cement Company, Limited," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. McHugh, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (93), intituled "An Act to incorporate the Alberta Electric Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (G2), intituled: "An Act to incorporate the High River, Saskatchewan and Hudson Bay Railway Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That Rules 24 (a) and 129 be suspended and the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (102), intituled: "An Act to incorporate the Imperial Traction Company."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Ellis, it was

Ordered, That Rules 24 (a) and 129 be suspended in so far as they relate to the said Bill and that it be read a third time presently.

The said Bill was, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Twenty-eighth Report of the Standing Committee on Divorce, to whom was referred the Petition of George Mackay Sutherland, together with the evidence taken before the said Committee.

The Honourable Mr. Lougheed moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Report be adopted.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (179) intituled: "An Act respecting the Songhees Indian Reserve."

(In the Committee.)

After some time the House was resumed, and
The Honourable Mr. McSweeney, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (104) intituled: "An Act to amend the Post Office Act."

(In the Committee.)

After some time the House was resumed, and
The Honourable Mr. Owens, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (132) intituled: "An Act to correct certain clerical errors in the French version of the Inland Revenue Act."

(In the Committee.)

After some time the House was resumed, and
The Honourable Mr. Wilson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Order of the day being read for putting the House into a Committee of the Whole on Bill (X2), intituled: "An Act to amend the Water Carriage of Goods Act as regards the delivery of wood."

On motion of the Honourable Mr. Donville, seconded by the Honourable Mr. Coffey, it was

Ordered, That the same be postponed until Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at Three o'clock in the afternoon.

Tuesday, 9th May, 1911.

The Members convened were:--

The Honourable JAMES KIRKPATRICK KERR, Speaker,

The Honourable Messieurs

Baird,	Comeau,	Macdonald	Ratz,
Beique,	Costigan,	(Victoria),	Riley,
Bostock,	David,	McHugh,	Roche,
Boucherville, de	Davis,	McKay (Truro),	Ross
(C.M.G.),	Derbyshire,	McMillan,	(Sir George),
Bowell	Dessaulles,	McMullen,	Scott
(Sir Mackenzie),	De Veber,	McSweeney,	(Sir Richard),
Campbell,	Domville,	Miller,	Talbot,
Cartwright	Edwards,	Mitchell,	Tessier,
(Sir Richard);	Ellis,	Montplaisir,	Thompson,
Casgrain,	Gibson,	Owens,	Watson,
Chevrier,	Gillmor,	Poirier,	Wilson,
Choquette,	Kirchhoffer,	Power,	Yeo,
Cloran,	Lavergne,	Prowse,	Young.
Coffey,	Lougheed,		

PRAYERS.

The Honourable Mr. Young, presented to the Senate a Bill (B 3) intituled: "An Act for the relief of George Mackay Sutherland."

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Thursday next.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division resolved in the affirmative.

With leave of the Senate.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott.

That the proceeding of the Senate had on the 5th instant on Bill (Q) intituled: "An Act respecting Grain," be now read for the purpose of re-consideration.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said proceeding be rescinded.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the Bill (Q) intituled: "An Act respecting Grain," be placed upon the Orders of the Day for to-day, for a third reading.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott.

That the said Bill be not now read a third time but that it be further amended by striking out of it the following clauses, to wit:—

Clause 10.

"That part of sub-section 1 of clause 12 from the word 'and' after the word 'minister' to the end of said sub-section.

'Sub-section 1 of clause 14.

'Clause 16; and

'Clause 17."

The question of concurrence being put thereon the same was resolved in the affirmative, and

Ordered accordingly.

Then, On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire they concurrence.

The Honourable the Speaker informed the Senate he had received several certificates from the Clerk of the Crown in Chancery, showing that the Honourable Messieurs. Amédée Emmanuel Forget; the Honourable Joseph Marcellin Wilson and the Honourable Benjamin C. Prowse had been summoned to the Senate.

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 6th May, 1911.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada by Letters Patent, under the Great Seal, bearing date the 2nd May, 1911, Amédée Emmanuel Forget, of Banff, in the Province of Alberta, Esquire, as a Member of the Senate and a Senator for the Province of Alberta.

CHAS. MURPHY,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 6th May, 1911.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada by Letters Patent, under the Great Seal, bearing date the 3rd day of May, 1911, Joseph Marcellin Wilson, of the City of Montreal, in the Province of Quebec, Esquire, as a Member of the Senate and a Senator for the Division of Sorel, in the Province of Quebec.

CHAS. MURPHY,
Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 8th May, 1911.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada by Letters Patent, under the Great Seal, bearing date the 5th day of May, 1911, Benjamin C. Prowse, of the City of Charlottetown, in the Province of Prince Edward Island, Esquire, as a Member of the Senate and a Senator for said Province.

CHAS. MURPHY,
Secretary of State.

Pursuant to the Order of the Day the Bill (179) intituled: "An Act respecting the Songhees Indian Reserve," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (93) intituled: "An Act to incorporate the Alberta Electric Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (104) intituled: "An Act to amend the Post Office Act," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day the Bill (132) intituled: "An Act to correct certain clerical errors in the French Version of the Inland Revenue Act," was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Loughheed, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of Bill (A-3) intituled: "An Act for the relief of William Francis Currie.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be now read a second time.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Derbyshire moved, seconded by the Honourable Mr. Wilson.

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be Committed to a Committee of the Whole House to-morrow.

The House according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (X 2) intituled: "An Act to amend the Water Carriage of Goods Act, as regards the delivery of wood."

(In the Committee.)

Title read and postponed.

Preamble read and postponed.

Section 1, struck out and the following substituted therefor:—

1. Section 2 of *The Water Carriage of Goods Act* is amended by adding the following words to paragraph (a) "or Lumber, Deals and other articles usually described as Wood Goods."

2. Section 10 of said Act is repealed.

Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. McKay (Truro), from the said Committee reported that they had gone through the said Bill, and had directed him to report the same, with an amendment which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk.

With leave of the Senate.

On motion of the Honourable Mr. Donville, seconded by the Honourable Mr. Coffey, it was

Ordered, That the said amendment be concurred in and the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (51), intituled: "An Act respecting the Alberta Railway and Irrigation Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Honourable the Speaker informed the Senate that there was a Senator without, ready to be introduced.

When the Honourable Mr. Prowse was introduced between the Honourable Mr. Yeo and the Honourable Mr. Cloran.

The Honourable Mr. Prowse presented His Majesty' Writ summoning him to the Senate.

The same was then read by the Clerk; and

Ordered, To be put upon the journals and it is as follows:—



CANADA.

Grey.

[L.S.]

GEORGE THE FIFTH, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Benjamin C. Prowse, of the City of Charlottetown, in the Province of Prince Edward Island, in Our Dominion of Canada, Esquire.

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS: Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George; Knight Grand Cross of Our Royal Victorian Order, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in the City of Ottawa, this fifth day of May, in the Year of Our Lord, One Thousand Nine Hundred and Eleven, and in the First Year of Our Reign.

By Command,

CHAS. MURPHY,

Secretary of State.

Whereupon the Honourable Mr. Prowse came to the Table and took and subscribed the oath prescribed by law, which was administered by Samuel Edmor St. Onge Chapleau, Esquire, a Commissioner appointed for that purpose; and took his seat accordingly.

The Honourable the Speaker then acquainted the Senate that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Prowse, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

A Message was brought from the House of Commons by their Clerk with a Bill (48) intituled: "An Act to amend the Montreal Harbour Commissioners' Act, 1894," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (150) intituled: "An Act to authorize the Government of Canada to acquire by lease a certain line of railway in the Province of New Brunswick," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (156) intituled: "An Act to amend the Department of Railways and Canals Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (185) intituled: "An Act to amend The Fisheries Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (U 1) intituled: "An Act to incorporate the Canada West Loan Corporation," and to acquaint the Senate that they have passed the said Bill with certain amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 11.—Strike out "Malicke" and insert "Meilicke."

Page 1, line 27—Strike out "one" and insert "two."

Page 2, line 16—Strike out "directors" and insert "Company."

Page 2, line 17—Strike out "Company" and insert "directors."

Page 3, line 1—After "been" insert "bona fide."

Page 3, line 2—After "dollars" insert "thereof."

Page 3, line 2—Strike out “thereon.”

Page 3, line 36—Strike out “6” and insert “8.”

Page 3, line 38—Strike out “they are” and insert “it is.”

Page 7, line 20—Strike out “Company to the.”

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (O 1) intituled: “An Act to amend and consolidate the Act relating to the Harbour of Toronto,” and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire their concurrence.

The said amendments were then read by the Clerk, and they are as follows:—

Page 2, line 2.—After “or” insert “other.”

Page 2, line 2.—Strike out all words after “craft” to the end of the paragraph.

Page 2, line 18.—Strike out “of” and insert “astronomically from.”

Page 4, line 14.—Strike out “such” and insert “the.”

Page 4, line 14.—After “property” insert “referred to in subsection 1 of this section.”

Page 4, line 22.—After “Canada” insert the following subsection:—

“4. Nothing herein shall affect the rights of parties in any litigation now pending.”

Page 4, line 23.—After “power” insert “by by-law passed and confirmed as hereinafter provided.”

Page 4, line 27.—Strike out all words after “therewith” to the end of the subsection.

Page 7, line 32.—Strike out all words after “in force” to the end of the section and insert “for a period of two years from the passing of this Act, subject to any repeals, re-enactments, alterations or amendments.”

Page 8, line 20.—After “Every” insert “lawful.”

Page 8, line 23.—After “all” insert “proper and reasonable.”

On motion of the Honourable Sir George W. Ross, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the following Bills:—

(Z 1) An Act for the relief of Walter Harvey Kirkland.

(H 2) An Act for the relief of Mary Kathleen Crittenden.

(J 2) An Act for the relief of Pauline Winslow Saunderson.

(K 2) An Act for the relief of Nellie Bridgland Morrison.

(L 2) An Act for the relief of Francis Whittington Truesdell; and to acquaint the Senate that they have passed the said Bills without any amendment.

A Message was received from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS,

MONDAY, 8th May, 1911.

Resolved, That a Message be sent to the Senate to return to that House the Evidence, &c., taken before the Standing Committee of the Senate on Divorce, to whom were referred the Petitions on which the following Bills were founded:—

Bill No. 164 (Letter Z 1 of the Senate) intituled: "An Act for the relief of Walter Harvey Kirkland."

Bill No. 180 (Letter H 2 of the Senate) intituled: "An Act for the relief of Mary Kathleen Crittenden."

Bill No. 181 (Letter J 2 of the Senate) intituled: "An Act for the relief of Pauline Winslow Saunderson."

Bill No. 182 (Letter K 2 of the Senate) intituled: "An Act for the relief of Nellie Bridgland Morrison."

Bill No. 183 (Letter L 2 of the Senate) intituled: "An Act for the relief of Frances Whittington Truesdell."

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest.

THOS. B. FLINT,
Clerk of the Commons.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Wednesday, 10th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Lougheed,	Ratz,
Beique,	David,	Macdonald	Riley,
Bostock,	Davis,	(Victoria),	Roche,
Boucherville, de	Derbyshire,	MacKay (Alma)	Ross
(C.M.G.),	Dessaules,	McHugh,	(Sir George W)
Bowell	De Veber,	McKay (Truro),	Scott
(Sir Mackenzie),	Domville,	McMillan,	(Sir Richard),
Campbell,	Douglas,	McMullen,	Talbot,
Cartwright	Edwards,	McSweeney,	Tessier,
(Sir Richard),	Ellis,	Miller,	Thompson,
Casgrain,	Farrell,	Mitchell,	Watson,
Chevrier,	Gibson,	Montplaisir,	Wilson
Choquette,	Gillmor,	Owens,	(Elgin),
Cloran,	Jaffray,	Poirier,	Wilson (Sorel),
Coffey,	Kirchhoffer,	Power,	Yeo,
Comeau,	Landry,	Prowse,	Young.
Costigan,	Lavergne,		

PRAYERS.

The Honourable the Speaker informed the Senate that there was a Senator without, ready to be introduced.

When the Honourable Mr. Wilson was introduced between the Honourable Mr. Dandurand and the Honourable Mr. Beique.

The Honourable Mr. Wilson presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk; and

Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

GREY.

[L.S.]

GEORGE THE FIFTH, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Joseph Marcellin Wilson, Esquire, of the City of Montreal, in Our Province of Quebec, in Our Dominion of Canada.

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of our Dominion of Canada concern, we have thought fit to summon you to the Senate of Our said Dominion, and We do appoint you for the Sorel Electoral Division of Our Province of Quebec; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS: Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George; Knight Grand Cross of Our Royal Victorian Order, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this Third day of May, in the Year of Our Lord One Thousand Nine Hundred and Eleven, and in the First Year of Our Reign.

By Command,
CHAS. MURPHY,
Secretary of State.

Whereupon the Honourable Mr. Wilson came to the Table and took and subscribed the oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, a Commissioner appointed for that purpose; and took his seat accordingly.

The Honourable the Speaker then acquainted the Senate that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Wilson, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable Mr. Coffey from the Standing Committee on Debates and Reporting presented the Fourth Report.

Ordered, That it be received and the same was then read by the Clerk and it is as follows:—

COMMITTEE ROOM, No. 8,

WEDNESDAY, 10th May, 1911.

The Standing Committee on Debates and Reporting present their Fourth Report. Your Committee recommend that hereafter discussion on reports of the Committee on Divorce shall not as a Rule be reported at length.

All which is respectfully submitted.

THOS. COFFEY,
Chairman.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Sir George W. Ross, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Order of the Day being read for the Third Reading of Bill (A 3) intituled: "An Act for the relief of William Francis Currie."

The Honourable Mr. Baird moved, seconded by the Honourable Mr. Kirchhoffer. That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Baird moved, seconded by the Honourable Mr. Kirchhoffer.

That a message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of William Francis Currie; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day the Bill (X 2) intituled: "An Act to amend the Water Carriage of Goods Act," as regards the delivery of wood, was read a third time.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for resuming the adjourned Debate on the consideration of the Twenty-first Report of the Standing Committee on Divorce, to whom was referred the Petition of Andrew Lorne Hamilton, together with the evidence taken before the said Committee.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Loughheed.

That the said Report be adopted.

The question of concurrence being put thereon the same was on the following division:—

Yeas 9. Nays 27.

Resolved in the negative.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

The Honourable Mr. Thompson moved, seconded by the Honourable Mr. McMillan.

That the said Report be now adopted.

The Honourable Mr. Power in amendment moved, seconded by the Honourable Mr. Ellis.

That the word "not" be inserted before the word "now" and the following be added at the end of the question "but that it do lie on the Table."

The question of concurrence being put on the said motion in amendment, the House divided and the names being called for they were taken down as follow:—

CONTENTS:

The Honourable Messieurs

Béique,	Cloran,	Jaffray,	Roche,
Bowell	Dandurand,	Kerr (Speaker),	Ross
(Sir Mackenzie),	Derbyshire,	Landry,	(Sir George W.),
Campbell,	Desaulles,	Macdonald	Tessier,
Cartwright	DeVeber,	(Victoria),	Wilson (Sorel)—22.
(Sir Richard),	Domville,	McKay (Truro),	
Choquette,	Ellis,	Power,	

NON-CONTENTS:

The Honourable Messieurs

Baird,	Edwards,	McSweeney,	Watson,
Bostock,	Farrell,	Owens,	Wilson
Boucherville, de,	Gibson,	Riley,	(Elgin),
Casgrain,	Gillmor,	Scott (Sir Richard),	Yeo,
Coffey,	McMillan,	Talbot,	Young—21.
Douglas,		Thompson,	

So it was resolved in the affirmative, and Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds."

(In the Committee.)

Title read and postponed.

Sections 1 to 12 both inclusive read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein and had directed him to ask leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (U1) intituled: "An Act to incorporate The Canada West Loan Corporation."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to their amendments made to the said Bill without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to Bill (O 1), intituled: "An Act to amend and consolidate the Acts relating to the Harbour of Toronto."

On motion of the Honourable Sir George W. Ross, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to their amendments made to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (177) intituled: "An Act to amend the Indian Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (103) intituled: "An Act relating to Steamship Subsidies," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk returning the Bill (102) intituled: "An Act to incorporate the Imperial Traction Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 11th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	David,	Legrig,	Ratz,
Beique,	Davis,	Lougheed,	Riley,
Bostock,	Derbyshire,	Macdonald	Roche,
Boucherville, de	Dessaulles,	(Victoria),	Ross (Halifax),
(C.M.G.),	De Veber,	MacKay (Alma),	Ross
Bowell	Domville,	McHugh,	(Sir George W.),
(Sir Mackenzie),	Douglas,	McKay (Truro),	Scott
Campbell,	Edwards,	McMillan,	(Sir Richard),
Cartwright	Ellis,	McMullen,	Talbot,
(Sir Richard),	Farrell,	McSweeney,	Tessier,
Casgrain,	Forget,	Miller,	Thompson,
Chevrier,	Gibson,	Mitchell,	Watson,
Choquette,	Gillmor,	Owens,	Wilson (Elgin),
Cloran,	Jaffray,	Poirier,	Wilson (Sorel),
Coffey,	Landry,	Power,	Yeo,
Costigan,	Lavergne,	Prowse,	Young.
Dandurand,			

RAYERS.

The Honourable the Speaker presented the following recommendation from the Joint Librarians of Parliament.

LIBRARY OF PARLIAMENT, OTTAWA, May 9, 1911.

Honourable J. K. KERR,
Speaker of the Senate.

SIR, The undersigned Joint Librarians of Parliament have the honour to recommend that Oswald Soulière, a clerk in the 2nd division, subdivision B of the Department of Marine and Fisheries, be transferred to the Library of Parliament to fill the vacancy caused by the death of Mrs. Lampman.

The undersigned beg to remark that a person conversant with the English and French language and having a good knowledge of bibliography, history and literature is needed in this Department to help to keep the general catalogue in a state of efficiency, and are satisfied that the said Oswald Soulière possesses the required qualifications.

We have the honour to be, sir,
Your obedient servants,

A. D. DECELLES,
General Librarian.

MARTIN P. GRIFFIN,
Parliamentary Librarian.

and also the following.

THE SENATE,
MEMORANDUM.

The undersigned has the honour to recommend that the Senate do concur with the House of Commons in the transfer of Mr. Oswald Soulière from the Department of Marine and Fisheries to the Library of Parliament, as advised by the said Report of the Librarians of Parliament.

J. K. KERR,
Speaker of the Senate.

Speaker's Chambers,
10th May, 1911.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report and memorandum be taken into consideration to-morrow.

HOUSE OF COMMONS,

THURSDAY, 11th May, 1911.

Resolved, That a Message be sent to the Senate to acquaint their Honours that this House has approved of the recommendation of the Honourable the Speaker of the House of Commons in respect to the transfer of Mr. Oswald Soulière from the Department of Marine and Fisheries to the staff of the Library of Parliament.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest.

THOS. B. FLINT,
Clerk of the Commons.

The Honourable the Speaker informed the Senate that there was a Senator without, ready to be introduced.

When the Honourable A. E. Forget was introduced between the Honourable Mr. Dandurand and the Honourable Mr. Talbot.

The Honourable Mr. Forget presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk; and

Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

GREY.

[L.S.]

GEORGE THE FIFTH, by the Grace of God of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Amédée Emmanuel Forget, of Banff, in Our Province of Alberta, in Our Dominion of Canada, Esquire.

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of our Dominion of Canada concern, we have thought fit to summon you to the Senate of Our said Dominion, and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS Our Right Trusty and Right Well-Beloved Cousin and Councillor, the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George; Knight Grand Cross of Our Royal Victorian Order, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this Second day of May, in the Year of Our Lord One Thousand Nine Hundred and Eleven, and in the First Year of Our Reign.

By Command,
CHAS. MURPHY,
Secretary of State.

Whereupon the Honourable Mr. Forget came to the Table and took and subscribed the oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, a Commissioner appointed for that purpose; and took his seat accordingly.

The Honourable the Speaker then acquainted the Senate that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Forget, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker presented to the Senate the following memorandum.

THE SENATE,
MEMORANDUM.

The undersigned has the honour to represent that when the organization and classification of the staff of the Senate took place under chapter 15 of the statutes of 1908, the Sergeant-at-Arms, who is an officer on the floor of the Senate Chamber, was placed in the same class with the Gentleman Usher of the Black Rod, to wit: Sub-Division B of the First Division (*vide* Speaker's classification in Senate Journals, Pages 167-8). Through misapprehension, however, he was assigned to the next lower class. The undersigned is still of the opinion that that officer properly belongs to said Sub-Division B of the First Division, and, therefore, recommends that he be so classified in the future, and that the organization and classification of the staff of the Senate be corrected accordingly.

In the case of Thomas B. Weston, who was classified as Assistant Postmaster and Messenger, it is found that the duties which are assigned to him are in the nature of those of a clerk, having to assist the Postmaster daily, besides discharging the duties of that officer entirely during his absence while on holidays, or ill or otherwise. The undersigned, therefore, recommends that the words "and Messenger" which appear after his name be struck off; that he be assigned to Sub-Division A of the Third Division and that the organization and classification of the Staff of the Senate be changed accordingly.

J. K. KERR,
Speaker of the Senate.

Speaker's Chambers,
11th May, 1911.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said memorandum be taken into consideration by the Senate to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (45) intituled: "An Act respecting the Montreal Park and Island Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Forget, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Y 2) intituled: "An Act respecting the Sault St. Louis Light and Power Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

With leave of the Senate.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the Rule 24 (a) and 129 be suspended in so far as they relate to this Bill.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Beique, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Landry, called attention to the following letter:—

OTTAWA, November 23, 1910.

SIR,—Referring to the recent detection by the United States Medical Health Officer at Quebec, of a suspicious case that has proved to be Asiatic cholera, I beg leave respectfully to draw your attention to the fact that, under the usage which at present

exists, passengers arriving at Canadian ports booked through to United States destinations are examined by United States medical officers alone at the port of arrival, and not at all by the Canadian officers after the vessel has passed quarantine.

The *Royal George* arrived at Grosse Isle at half past eleven o'clock at night. The surgeon reported a case or two of measles, which were landed at the station. He reported the remainder of his passengers as being well. Upon this report of his the vessel was cleared. The usage at Grosse Isle is different from that of New York, Boston, and other ports, inasmuch as the inspections at our station are to be made all round the twenty-four hours, and not only from daylight to dark, as at contiguous ports. The reason for this is that while at other ports the quarantines are close to the head of navigation, and the delay till daylight is therefore very little loss of time, and the steamers can reach their dock in an hour or so after they are released, on the other hand at Grosse Isle, some two hundred miles below Montreal, the delay of even a few hours awaiting daylight may mean the loss of a tide at Cap a la Roche, and the consequent delay of twelve hours or so in reaching the port of destination. For this reason the government, while requiring inspection of all steerage passengers by the quarantine officer on all vessels arriving during daylight, authorizes him to take the sworn statement of the surgeon in lieu of inspection after darkness falls.

This case of cholera was a slight one; the patient walking about and not reporting himself to the doctor, who says that he was quite unaware of it until the man was noticed to stagger as he walked in line to be examined at Quebec.

The late retention of patients and others at quarantine last year and this year, is likely to increase from year to year as the immigration increases, and points to the fact that the Grosse Isle Quarantine Station can no longer be regarded as a summer quarantine alone. The water pipes now laid above the ground and therefore requiring to be emptied before the frost comes, should be sunk to a frost proof depth throughout the station. The wooden buildings, built in 1848, for the detention of suspects at the western end should be replaced by two-story brick buildings, furnace heated. The hospital at the eastern end should be provided with a furnace. The wharf should be extended into deep water, and provided with a "T," giving mooring length of at least 500 feet, so that vessels ordered into quarantine may be able to come to it and land their passengers and supplies, and not have to depend upon the ferrying in of them for two miles in the small station boats, which cannot lie alongside of the big steamer if the sea is heavy, as it was—though only moderately so—on the Friday which the *Royal George* lost at quarantine for that reason.

A laboratory should be built at once at the station, exactly similar to the one already built at the William Head Quarantine, and an expert bacteriologist should be added to the Grosse Isle staff who should be obliged to devote several hours a day to work in the laboratory. This is essential for anyone who desires to keep up the technique and to keep the materials in his laboratory in working order. Apart from the few hours so occupied during each day, such an assistant should be available for the other work of the station which is yearly increasing with the increasing immigration.

If the threatening of cholera continues during this winter, it may be necessary to resume the work which was done in 1893-4 during the threatening of cholera from the epidemic outbreak of that disease in Hamburg. The said work consists in the steam disinfection and sterilization at the deep water landings of hold luggage which has been packed in an infected country. The unpacking of such luggage at inland points, and the washing there of the soiled linen and clothing, often hurriedly put into their trunks by the lower class of immigrants before leaving home, would create a danger both to those who wash such infected clothing and to any who drink from streams or other water supply into which the thrown out water of the washing may percolate. The steam cylinder erected at the Quebec embankment in 1893, and through which so much of the clothing of the Russian immigrants was then passed,

has been removed and I believe broken up, under the authority of the Immigration Department. If cholera continue to threaten, I would strongly urge that either the Department or our own undertake the resumption of this most necessary work.

I have the honour to be, &c.,

(Sgd.) F. MONTIZAMBERT, M.D.,

Director General of Public Health.

The Honourable,
The Minister of Agriculture.

And inquired.

What are, among all the above suggestions, those which have been adopted by the Government, and to what extent has each of them been carried into effect?

Debated.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred Bill (4), intituled: "An Act to amend the Railway Act."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Campbell. That the said Report be now adopted.

The Honourable Mr. David, seconded by the Honourable Mr. Casgrain in amendment moved that the word "not" be inserted before the word "now" and the following be inserted at the end of the question "but that the Bill be amended by striking out Clause 3 and substituting the following in lieu thereof."

"3. Every person employed or working in the work shops and mechanical and car department of any railway company to which the Parliament of Canada has granted aid by means of a subsidy, or guarantee, shall be paid on the first day of each month such wages earned by such persons during the first fifteen days of the preceding month; and on, or before, the fifteenth day of each month, such wages earned by such person during the last fifteen, or remaining days of the preceding month."

After Debate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That further debate on the said motion in amendment be postponed until Wednesday next.

The Order of the Day being read for the Second Reading of Bill (B3) intituled: "An Act for the relief of George Mackay Sutherland."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. McMullen, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day the Bill (48) intituled: "An Act to amend the Montreal Harbour Commissioners' Act, 1894," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for the Second Reading of Bill (150) intituled: "An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the Province of New Brunswick."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day the Bill (156) intituled: "An Act to amend the Department of Railways and Canals Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole to-morrow.

Pursuant to the Order of the Day the Bill (185) intituled: "An Act to amend the Fisheries Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

The Order of the Day being read for the consideration of the Fourth Report on Debates and Reporting.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be referred back to the said Committee for re-consideration.

The Order of the Day being read for putting the House again in Committee of the Whole on Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott.

The Senate adjourned until 2.30 o'clock, p.m., to-morrow.

Friday, 12th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Lavergne,	Ross (Halifax),
Beique,	David,	Legris,	Ross
Bostock,	Davis,	Lougheed,	(Sir George W.),
Boucherville, de	Derbyshire,	Macdonald	Ross (Moosejaw),
(C.M.G.),	Dessaules,	(Victoria),	Scott
Bowell	De Veber,	McHugh,	(Sir Richard),
(Sir Mackenzie),	Domville,	McKay (Truro),	Talbot,
Campbell,	Edwards,	McSweeney,	Thompson,
Cartwright	Ellis,	Miller,	Watson,
(Sir Richard),	Farrell,	Mitchell,	Wilson
Casgrain,	Forget,	Poirier,	(Elgin),
Chevrier,	Gibson,	Power,	Wilson (Sorel),
Choquette,	Jaffray,	Ratz,	Yeo,
Cloran,	Kirchhoffer,	Riley,	Young.
Costigan,	Landry,	Roche,	

PRAYERS.

The Honourable Mr. Beique, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (S) intituled: "An Act to incorporate the Alberta and Moncton Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 1, line 6.—Strike out from "Frederick" to "of" in line 13, and substitute the following:—

"Frederick Vernon Wedderburn, barrister, Thomas Maynard Robinson, accountant, and Robert L. Johnston, broker, all of the city of St. John, in the Province of New Brunswick; James W. Domville, manufacturer, W. S. Gardner, civil engineer, and Edward Domville, clerk, all of the city of Montreal, in the Province of Quebec, and Joseph C. D. Mackenzie, consulting engineer, and J. Ernest Hawkins, capitalist both."

Page 2, line 26.—Leave out from "way" to "to" in line 27.

Page 3, line 11.—Leave out the whole of clause 12 and substitute the following:—

"12. In addition to the securities authorized by section 10 of this Act, the directors, if previously authorized as prescribed by section 136 of *The Railway Act*, may, from time to time, borrow moneys for the acquisition, construction, extension, or development of any of such properties, assets, or works, other than the railway, as the Company is authorized to acquire, construct or operate; and, to provide for the repayment of moneys so borrowed, may issue bonds, debentures, debenture stock, perpetual or terminable, or other securities; but such bonds, debentures, debenture

stock, or other securities shall not exceed in amount the value of the properties, assets, or works, in respect whereof the issue is made."

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That Rules 24(a), (h) and 129 be suspended in so far as they relate to this Bill.

On motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

Then, on motion of the Honourable Mr. Beique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Gibson, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (6) intituled: "An Act to amend the Interest Act," reported that they had gone through the said Bill, and had directed him to make the following report, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said Report was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

FRIDAY, 12th May, 1911.

The Standing Committee on Banking and Commerce, to whom was referred the Bill (No. 6 from the House of Commons) intituled: "An Act to amend the Interest Act," have in obedience to the order of reference of 24th January, 1911, examined the said Bill and now beg leave to report thereon as follows:—

Your Committee find that the provisions of the Bill would interfere with the rights of contract, and also with the exercise of the legislative authority of the provinces as to property and civil rights.

Your Committee, therefore, recommend that the Bill be not passed.

All which is respectfully submitted.

WM. GIBSON,

Chairman.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Report be taken into consideration on Tuesday next.

Pursuant to the Order of the Day the Bill (45) intituled: "An Act respecting the Montreal Park and Island Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the second reading of Bill (103) intituled: "An Act relating to Steamship Subsidies."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (177) intituled: "An Act to amend the Indian Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

The Order of the Day being read for the consideration of the Report of the Joint Librarians of Parliament.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the consideration of the Memorandum from His Honour the Speaker of the Senate *re* classification of the Sergeant-at-Arms, &c.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said memorandum be concurred in.

The Order of the Day being read for the second reading of Bill (B3) intituled: "An Act for the relief of George Mackay Sutherland."

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That the said Bill be now read a second time.

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis,

Ordered, That Rules 24*a* and 63 be suspended in so far as they relate to the said Bill.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Campbell moved, seconded by the Honourable Mr. Yeo,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred petition of George Mackay Sutherland,

praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into a Committee of the Whole on the Bill (48) intituled: "An Act to amend the Montreal Harbour Commissioners' Act, 1894."

(In the Committee.)

Title read and agreed to.

Section 1 read and agreed to.

It was moved that the following clauses be added to the Bill:—

"2. Subsection 2 of Section 5 of the Montreal Harbour Commissioners' Act, 1894, as enacted by Section 1 of Chapter 24 of the Statutes of 1909, is amended by adding thereto the following:—

"and all the powers vested, under this Act, in the Montreal Harbour Commissioners previously to the nineteenth day of May, in the year one thousand nine hundred and nine, with regard to the said port, shall continue to be vested in the said Minister.

"3. The said Act is amended by striking out the heading to section 37 and substituting therefor the words 'recovery of rates and penalties.'

"4. Section 39 of the said Act is amended by striking out the words 'or pilotage dues,' in the fifth line of paragraph (h)."

The question of concurrence being put thereon, the same was resolved in the affirmative.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Wilson (Elgin), from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said amendments be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (156) intituled: "An Act to amend the Department of Railways and Canals Act."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House, without any amendment.

With leave of the Senate,
On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds,"

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Campbell, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Tuesday next at Three o'clock in the afternoon.

Tuesday, 16th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Dandurand,	Kirchhoffer,	Roche,
Beith,	David,	Landry,	Ross (Halifax),
Bostock,	Derlyshire,	Lavergne,	Ross
Boucherville, de	Dessaulles,	McHugh,	(Sir George W.),
(C.M.G.),	De Veber,	McKay (Truro),	Ross (Moosejaw),
Bowell	Domville,	McMillan,	Scott
(Sir Mackenzie),	Edwards,	McSweeney,	(Sir Richard),
Campbell,	Ellis,	Miller,	Tessier,
Cartwright	Farrell,	Mitchell,	Thompson,
(Sir Richard),	Fiset,	Montplaisir,	Wilson
Casgrain,	Forget,	Owens,	(Elgin),
Chevrier,	Gibson,	Power,	Yeo,
Cloran,	Gillmor,	Ratz,	Young.
Costigan,	Jaffray,		

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Yeo:—

Of James Carruthers and others, of North Bedique; Of Alexander MacNeil and others of Summerside and of J. F. Hardy, of Elmsdale in Prince Edward Island.

By the Honourable Mr. Landry:—

Of Charles Crerend, and others of Quebec.

By the Honourable Mr. Costigan:—

Of James Taylor (Bacon Road.)

By the Honourable Mr. Campbell:—

Of J. M. Kilgour, and others of Beauharnois.

By the Honourable Mr. Thompson:—

Of J. B. Johnston, of McAdam Junction; Of W. R. Logan, and others, of Fredericton; Of R. H. Davis, and others, of Richibucto, and of Mary F Burt, and others, of Fredericton, New Brunswick.

By the Honourable Mr. Domville:—

Of Adam Black, and others, of Harcourt Station, New Brunswick.

By the Honourable Mr. Gibson:—

Of W. B. Mitchell, and others, of Stoney Creek, Rockton, Hagersville, Watertown, North Pelowna, Hamilton (5); Norval, Georgetown, Lynden, Merritton; St. Ann's, Cayuga, Dundas, Summerville, Dunbar, Saint Catharines; and Welland in the Province of Ontario.

By the Honourable Mr. Forget:—

Of B. T. Williams, and others, of Ardrossau, Wainwright, Coleman and Canmore; in the Province of Alberta.

By the Honourable Mr. Power:—

Of Goedonell Meloni, and others, of Halifax; Of E. A. O'Brien, and others, of Noel, North Shore; Of J. A. Smith, and others, of Windsor; Of W. G. Harvey, and others, of Moserville; Of Wm. Butcher, and others, of Upper Musquodoboit, and of Henry Crowe, and others, of Cookstown, Ontario.

By the Honourable Mr. McKay (Truro):—

Of John C. McDonald and others, of the County of Pictou; Of A. R. Fleming and others; Of A. D. Mackenzie and others, of Waterville; Of Wm. Fraser and others; Of Alex. A. Jones and others; Of Alex. Hawley and others, of Mabou, and of A. R. Watt and others, of Truro; Of W. Phelps and others, of Truro, all in the Province of Nova Scotia.

By the Honourable Mr. Young:—

Of James McIntosh and others, of Kenton, Manitoba.

By the Honourable Mr. McMillan:—

Of R. McCuaig and others, of Apple Hill, Ontario, and of John Cameron and others, of Summerville, Ontario.

By the Honourable Mr. McHugh:—

Of H. E. Abraham and others, of Port Hope; Of W. A. Milne and others, of Menie; Of W. A. Moore and others, of Bobcaygeon; Of Wm. Muncieff and others.

By the Honourable Mr. Ellis:—

Of J. S. Seaton and others, of St. John, New Brunswick, and of Jas. B. Kennedy and others, of New Westminster.

By the Honourable Mr. DeVeber:—

Of Thos. McKuchan and others, of Olds; Tofield, Lethbridge; Carruthers and Davisburg, Province of Alberta.

By the Honourable Mr. Wilson:—

Of C. W. Pearce and others, of St. Thomas; Of Frederick Jones and others, of Molsons River; Of J. S. Greenshield and others, of Leamington; Of Alex Taylor and others, of Port Stanley; Of Peter Taylor and others, of Walkerville; Of Pauline Diltz and others, of Essex; and of John Grant and others, of Chatham, Province of Ontario.

By the Honourable Mr. Beith:—

Of E. D. Williamson and others, of Sonya; Of William R. Wood and others, of Claremont; Of W. D. Gordon and others, of Pickering, and of F. W. Smith and others, of Oshawa.

By the Honourable Mr. Ratz:—

Of Lachlin Leitch and others, of Glencoe; Of E. D. Paxman and others, of Parkhill, and J. D. Drummond, of Ailsa Craig, Ontario.

By the Right Honourable Sir Richard Cartwright:—

Of Alex Murray and others, of Braemar, Ontario.

By the Honourable Mr. Bostock:—

Of T. Lawson and others, of Kelowna; Of L. A. Currie and others, of Vancouver; Of Thomas Oswald and others, of Longley; and James C. Mitchell and others, of New Westminster, British Columbia.

By the Honourable Sir Richard Scott:—

Of A. A. Blythe and others, of Ottawa; Of James H. Woodside and others, of North Gower, and of Thomas Nesbitt and others, of Merrivale, Ontario.

By the Honourable Sir Mackenzie Bowell:—

Of Hiram Ashley and others, of Foxboro; Of John Duff and others, of Tweed; Of Addie Harold and others, of Tweed; and of R. E. English and others, of Mellrose, Ontario.

By the Honourable Mr. Cloran:—

Of John Orr and others, of Hochelaga, Quebec.

The Honourable Mr. Young, presented to the Senate.

The petition of the Grand Trunk Railway Company.

With leave of the Senate.

On motion of the Honourable Mr. Young, it was

Ordered, That Rules 24 (a) and 110 be suspended in so far as they relate to the said petition.

The said petition was then read at length at the Table and received.

The Honourable Mr. Casgrain, presented to the Senate.

The petition of the Security Life Insurance Company.

With leave of the Senate, it was

Ordered, That Rules 24 (a) and 110 be suspended in so far as they relate to the said petition.

The said petition was then read at length at the Table and received.

The Right Honourable Sir Richard Cartwright, presented to the Senate,—
Rapport du Commerce.

Partie 1.

Commerce Canadien,—Importations et Exportations du Canada.

(Item et Tableau General.)

Ordered, That the same do lie on the Table, and it is as follows:—

(Vide Sessional Papers, No. W.—10, 1911.)

The Right Honourable Sir Richard Cartwright, presented to the Senate,—
Report Department Trade and Commerce for the Fiscal year ended March 31, 1910.

Part V.

Grain Statistics.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 10d., 1910.*)

A Message was brought from the House of Commons by their Clerk to return the Bill (K 1) intituled: "An Act to incorporate the Hudson Bay, Peace River and Pacific Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk, and they are as follows:—

Page 2, line 26.—Strike out from the word "from" to the word "Cochrane" in the twenty-seventh line and insert "a point on the said line of railway at or near the."

Page 2, line 31.—Strike out "ocuntry" and insert "country."

Page 3, line 9.—Strike out all the words after "property" to the end of the clause.

Page 3, line 34.—Strike out "who" and insert "which."

Page 3, line 35.—Strike out "from time to time."

Page 3, line 41.—Strike out "and sidings."

Page 4, line 10.—After "15" strike out the entire clause and insert the following:—

"The Company may, subject to the provisions of *The Railway Act*, and subject also to the orders of the Board of Railway Commissioners for Canada, construct or arrange any of its railway bridges for the use of foot passengers and vehicles, and in such cases the tolls to be charged for the passage of foot passengers and vehicles shall, before being imposed, be first submitted to and approved of, and may be revised, by the said Board; but the Company may, at any time, reduce such tolls, and a notice showing the tolls authorized to be charged on any such bridge shall, at all times, be posted up in a conspicuous place on the bridge."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Derbyshire, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their clerk, to return the Bill (W 1) intituled: "An Act to incorporate the New Ontario and Quebec Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk, and they are as follows:—

Page 1, line 13.—Strike out "New."

Page 1, line 13.—Strike out "Quebec" insert "Abitibi."

Page 3, line 40.—Strike out all the words after "purposes" to the end of the paragraph.

Page 3, line 47.—After "grounds" insert "with the approval, expressed by by-law, of the municipality having jurisdiction over the place in which such parks and pleasure grounds are situated."

Page 4, line 2.—Strike out "thirty" and insert "forty."

In the Title.

Strike out all the words between "the" and "Railway" and insert in lieu thereof the words "Ontario and Abitibi."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (G) intituled: "An Act to incorporate The Grain Growers' Grain Company, Limited," and to acquaint the Senate that they had passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 2, line 4—Strike out "and children."

Page 2, line 10.—Strike out clause 7 of the Bill.

Page 3, line 32.—Strike out paragraph (b) of section 14 of the Bill.

Page 3, line 44.—After "Company" insert "and with respect to lands held by the Company in the city of Winnipeg, may erect an office building thereon, part of which shall be used by the Company for its own accommodation and the remainder of which may be leased to tenants."

Page 4, line 6.—After the second "any" insert "municipal or local."

Page 4, line 6.—Strike out the words between "authorities" and "that" on line 7.

Page 4, line 33.—Strike out paragraph (j) of section 14 and insert in lieu thereof the following:—

"(j) advance money to customers of the Company notwithstanding the provisions of section 167 of *The Companies Act*; provided that in no case shall a sum exceeding ten thousand dollars be advanced to a director of the Company."

Page 4, line 48.—After "Company" insert the following sections:—

"14A. For the purposes of its undertaking and subject to section 247 of *The Railway Act*, and, so far as applicable and not inconsistent with this Act, or with *The Electricity Inspection Act*, 1907, the Company may acquire, but not by expropriation, electric or other power or energy, which may be transmitted and delivered to any place in the municipalities in which its business is carried on, and may receive, transform, transmit, distribute and supply such power or energy in any form, and may dispose of the surplus thereof, and may collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such rates and charges."

"14B. Nothing in this Act or in *The Telegraphs Act* shall authorize the Company to construct or operate any telegraph or telephone lines, or any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company's works, and not required for the undertaking of the Company, upon, along or across any highway or public place, without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose or distribute power or energy within, or for use within the limits of any municipality, without the consent, expressed by by-law, of such municipality."

Page 5, line 46.—Before "shareholders" insert "two-thirds of the."

Page 6, line 5.—After "vote" insert the following clause:—

"18. Nothing in this Act shall be deemed to authorize the Company to issue any note payable to the bearer thereof, or any promissory note intended to be circulated as money, or as the note of a bank, or to engage in the business of banking or insurance, or railway construction or operation under the provisions of *The Railway Act*.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by the Clerk to return the Bill (M1) intituled: "An Act to incorporate the Casualty Company, of Canada."

and to acquaint the Senate that they have passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 16.—Strike out all the words after “dollars” to the end of the clause.

Page 2, line 3.—After “been” insert “bona fide.”

Page 2, line 4.—After “dollars” insert “thereof.”

Page 2, line 4.—Strike out “thereon.”

Page 2, line 7.—After “its” insert “bona fide.”

Page 2, line 9.—After “dollars” insert “thereof.”

Page 2, line 9.—Strike out “thereon.”

Page 2, line 12.—After “the” insert “bona fide.”

Page 2, line 13.—After the second “dollars” insert “therof.”

Page 2, line 14.—Strike out “thereon.”

Page 2, line 17.—After “its” insert “bona fide.”

Page 2, line 19.—After “dollars” insert “thereof.”

Page 2, line 19.—Strike out “thereon.”

Page 2, line 22.—After “been” insert “bona fide.”

Page 2, line 23.—After “dollars” insert “thereof.”

Page 2, line 24.—Strike out “thereon.”

On motion of the Honourable Mr. Domville, seconded by the Honourable Sir George W. Ross, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (T 2) intituled: “An Act respecting La Sauvegarde Life Insurance Company, and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 8.—After “1” strike out the entire clause and insert the following:—

“La Sauvegarde, as now organized and constituted under the statute mentioned in the preamble, and hereinafter called ‘the Quebec Company,’ is hereby constituted a body corporate and politic within the legislative authority of the Parliament of Canada under the name of ‘La Sauvegarde Life Insurance Company,’ hereinafter called ‘the Company,’ and this Act shall apply to the Quebec Company and its business instead of the Act mentioned in the preamble: provided nothing herein shall affect anything done, or any liability incurred by the Quebec Company up to the time this Act goes into effect as hereinafter provided, to all of which liabilities the Company shall be subject.”

Page 1, line 16.—After “Company” strike out “shall be” and insert “which is now one million dollars may be increased to.”

Page 1, line 18.—Strike out clause 3 of the Bill.

Page 1, line 22.—Strike out “new.”

Page 1, line 24.—Strike out “new.”

Page 2, line 1.—Strike out “new.”

Page 2, line 4.—Strike out “new.”

Page 2, line 6.—After “7” strike out the entire clause and insert:—

“A license shall not be issued to the Company or thereafter renewed unless and until satisfactory evidence is furnished to the Superintendent of Insurance that the Quebec Company has ceased to do business under the authority of the Act mentioned in the preamble.”

Page 2, line 13.—Strike out all the words after “8” to the first “and” in line eighteen and insert “This Act shall not take effect until it has been accepted and approved by a vote of the shareholders of the Quebec Company present or represented by proxy at a general meeting of the Quebec Company duly called for considering the said Act and representing two-thirds in value of the stock of the Quebec Company.”

Page 2, line 22.—Strike out “new.”

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (P 1) intituled: “An Act to incorporate the Western Canal Company,” and to acquaint the Senate that they have passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 2, line 32.—Strike out “Francis” and insert “Frances.”

Page 2, line 36.—Strike out all the words after “also” to “use” in line thirty-seven.

Page 3, line 3.—Strike out paragraph (h).

Page 3, line 13.—After “Canada” insert the following clauses:—

“8A. The power conferred upon the Company by paragraph (f) of section 8 of this Act to sell or otherwise dispose of surplus electricity or other power generated by the Company’s works and not required for operating its canal or other works, shall only be exercised subject to the provisions of section 247 of *The Railway Act*, and the Company may impose and collect rates and charges therefor; but no such rate or charge shall be demanded or taken until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such rates and charges.

“8B. Nothing in this Act shall authorize the Company to construct or operate any lines for the purpose of distributing electricity for lighting, heating or motor purposes, or disposing of surplus power generated by the Company’s works and not required for the undertaking of the Company, upon, along or across any highway or public place without first obtaining the consent expressed by by-law of the municipality having jurisdiction over such highway or public place, and upon terms to be agreed on with such municipality, or to sell, dispose of or distribute power or energy within, or for use within, the limits of any municipality, without the consent, expressed by by-law, of such municipality.

“8C. In case of any dispute or difference as to the price to be charged for power or electrical or other energy, or as to the methods of distributing thereof, or as to the time within which it shall be furnished, or as to the quantity to be furnished, or as to the conditions upon which it shall be furnished for use such dispute or difference shall be settled by the Board of Railway Commissioners for Canada on the application of any user of or applicant for power for electrical or other energy transmitted or produced by the Company, or upon the application of the Company. The said Board on the application of any person or municipality, or on the application of the Government of Canada, or of the Government of the province of Ontario, shall fix the price from time to time for periods not to extend over five years, at which the Company shall sell or lease such electricity and electric, pneumatic or other current, power or force.”

Page 3, line 29.—Strike out “Governor in Council” and insert “Board of Railway Commissioners for Canada.”

Page 4, line 11.—After “and” insert “of” and strike out “have also been submitted to.”

Page 4, line 12.—After “have” insert “also.”

Page 4, line 23.—After “the” strike out “Governor in Council” and insert “Board of Railway Commissioners for Canada which may also revise such tolls.”

Page 4, line 32.—Strike out all the words after “commenced” to “after” in line 33 and insert “and fifteen per cent of the capital stock expended thereon within four years.”

Page 4, line 34.—Strike out “finished within twelve” and insert “completed within eight.”

Page 5, line 43.—After “chosen” insert “provided that such values shall not exceed the actual outlay with interest at the rate of six per cent per annum and a bonus of ten per cent on such actual outlay.”

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (I2) intituled: “An Act to incorporate the Continental Fire Insurance Company of Canada,” and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 25.—After “on” insert “the business of fire insurance, the business of cyclone or tornado insurance and.”

Page 2, line 1.—Strike out “fire insurance.”

Page 2, line 3.—Strike out all after “glass insurance.” to the end of the subsection.

Page 2, line 8.—After “been” insert “bona fide.”

Page 2, line 17.—After “been” insert “bona fide.”

Page 2, line 18.—After “thereon” insert the following subsection:—

“4. In each year for five years after the issue of a license to the Company, a sum not less than fifteen thousand dollars shall be paid annually in cash upon the capital stock of the Company, which sums shall be in addition to the several sums required to be paid upon capital stock as provided in this section.”

Page 2, line 28.—Strike out the comma between “provisions” and “in.”

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (S2) intituled: “An Act respecting the Cariboo, Barkerville and Willow River Railway Company,” and to acquaint the Senate that they passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 13.—After “sections” strike out “12 and 16” and insert “5, 9, 12, 14, 15, 16, 19, 20 and 22.”

Page 1, line 16.—After “railway” insert “but not the branch lines authorized by section 3 of the said chapter 62.”

Page 1, line 30.—Strike out the words after “Company” to “The” in line 31.

Page 1, line 32.—After the second “Company” add the following sections:—

“5. The annual meeting of the shareholders shall be held on the first Wednesday in September.”

“6. The Company may, for the purposes of its undertaking and subject to the provisions of *The Railway Act* construct and operate telegraph and telephone lines upon its railway, and establish offices for and undertake the transmission of messages for the public and collect tolls therefor; and for the purposes of operating such lines or exchanging or transmitting messages, may, subject to the provisions of the said Act, enter into contracts with any companies having telegraph or telephone powers, and may connect its own lines with the lines of, or lease its own lines to, any such company.

“2. No toll or charge shall be demanded or taken for the transmission of any message, or for leasing or using the telegraphs or telephones of the Company, until it has been approved of by the Board of Railway Commissioners for Canada, which may also revise such tolls and charges.

“3. Part 11 of the *Telegraphs Act*, except such portions thereof as are inconsistent with this Act or with *The Railway Act*, shall apply to the telegraphic business of the Company.”

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (Z 2) intituled: "An Act respecting the Chatham, Wallaceburg and Lake Erie Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments to which they desire their concurrence.

The said amendments were then read by the Clerk and they are as follows:—

Page 1, line 6.—After "1" strike out the entire clause and insert "Subsection 1 of section 8 of chapter 105 of the statutes of 1903, incorporating the Chatham, Wallaceburg and Lake Erie Railway Company, is amended by striking out all the words from "Wallaceburg" in the sixth line thereof, to "in" in the ninth line thereof, and by substituting therefor the words "passing through the town of Dresden to the town of Petrolia."

Page 1, line 15.—Strike out section 2 of the Bill.

Page 1, line 31.—After the first "of" insert "chapter."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said amendments be taken into consideration to-morrow.

A Message was received from the House of Commons by their Clerk to return Bill (51) intituled: "An Act respecting the Alberta Railway and Irrigation Company," and to acquaint the Senate that they had agreed to their amendment to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the following:—

Bill (A 2), "An Act respecting the Joliette and Lake Manuan Colonization Railway Company."

Bill (C 2), "An Act respecting a patent of The Boiler Flue Cleaner and Supply Company, Limited."

Bill (E 2), "An Act to confer on the Commissioner of Patent certain powers for the relief of Trussed Concrete Steel Company of Canada, Limited."

Bill (V 2), "An Act to provide for increasing the capital stock of the Richelieu and Ontario Navigation Company."

Bill (W 2), "An Act respecting The Canada National Fire Insurance Company."

Also;

Bill (R 2), "An Act respecting certain patents of Munderloh and Company, Limited," and to acquaint the Senate that they have passed the said Bills without any amendment.

A Message was brought from the House of Commons to return the following Bills:—

(N 2) An Act for the relief of Violet Jane Dakin.

(O 2) An Act for the relief of Hugh Samuel Bell.

(P 2) An Act for the relief of Fanny Mary Healy.

(U 2) An Act for the relief of Gertrude Mary Grantham, and to acquaint the Senate that they have passed the said Bills without any amendment.

The Order of the Day being read for the third reading of the Bill (48) intituled: "An Act to amend the Montreal Harbour Commissioners' Act, 1894," as amended.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day the Bill (157) intituled: "An Act respecting the Inspection and Sale of Seeds," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (150) intituled: "An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the Province of New Brunswick," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The House according to Order was adjourned during pleasure and put into a Committee of the Whole on the Bill (135) intituled: "An Act to amend the Fisheries Act."

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. Gillmor, reported from the said Committee that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the Report of the Standing Committee on Banking and Commerce to whom was referred Bill (6) intituled: "An Act to amend the Interest Act."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Ross, (Moosejaw), it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (103) intituled: "An Act relating to Steamship Subsidies," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The House according to Order was adjourned during pleasure and put into a Committee of the Whole on the Bill (177) intituled: "An Act to amend the Indian Act."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Ross (Moosejaw) reported from the said Committee that they had gone through the said Bill and had directed him to report the same to the Senate without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned.

Wednesday, 17th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Kirchhoffer,	Ratz,
Beith,	Dandurand,	Landry,	Roche,
Bostock,	David,	Lavergne,	Loss (Halifax),
Boucherville, de	Derbyshire,	Legris,	Ross
(C.M.G.),	Dessaulles,	McHugh,	(Sir George W.),
Bowell	De Veber,	McKay (Truro),	Ross (Moosejaw),
(Sir Mackenzie),	Domville,	McMillan,	Scott
Campbell,	Ellis,	McSweeney,	(Sir Richard),
Cartwright	Farrell,	Miller,	Tessier,
(Sir Richard),	Forget,	Mitchell,	Thompson,
Casgrain,	Gibson,	Montplaisir,	Wilson (Elgin),
Chevrier,	Gillmor,	Owens,	Yeo,
Choquette,	Jaffray,	Power,	Young.
Cloran,			

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Derbyshire:—
Of C. K. Cameron and others, of Iroquois, Ontario.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-first Report.

Ordered, That it be received, and
The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 17th May, 1911.

The Standing Committee on Standing Orders have the honour to make their Twenty-first Report.

Your Committee have examined the following petition and find that the Rule for publication has been complied with in this case:—

Of the Security Life Insurance Company of Canada.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

WEDNESDAY, 17th May, 1911.

The Standing Committee on Standing Orders have the honour to make their Twenty-second Report.

Your Committee have examined the following petition:—

Of the Grand Trunk Railway Company of Canada; praying for the passing of an Act amending Section 5 of the Grand Trunk Act, 1911, by adding the words "of the principal and" in the third line of the said clause.

Your Committee find that according to a Resolution passed at a general meeting of the shareholders of the company, held on the 20th April, 1911, in London, England, it was ordered that the principal as well as interest should be included in the said clause 5.

Your Committee also find that the said words were inadvertently left out of the Bill and recommend that although no new advertisements have been made that all the Rules required by the Standing Orders be dispensed with.

All which is respectfully submitted.

FINLAY M. YOUNG,
Chairman.

With leave of the Senate,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young, presented to the Senate a Bill (C 3) intituled: "An Act to amend an Act of the present Session, intituled: "An Act respecting the Grand Trunk Railway Company of Canada."

The said Bill was read a first time

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That Rules 23 (f), 24 (a), (b) and (h), 63, 117, 119 and 129 of this House be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time at length at the Table.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill to which they desire their concurrence.

The Honourable the Speaker presented to the Senate the following memorandum:

THE SENATE,

MEMORANDUM.

The undersigned has the honour to represent that he has received a petition from Simeon Lelievre, the Second Clerk Assistant of the Senate, setting forth that under a true interpretation of the "Civil Service Amendment Act," chapter 15 of 1908, he should have been assigned to subdivision "A" of the First Division instead of subdivision "B." In support of his claim he has cited a large number of cases in the several public departments in which officers holding analogous positions to his own have been assigned to said sub-division "A" of the First Division, and praying that he may receive the same treatment at the hands of the Senate that has been meted out to those said officers by their respective Departments. After taking cognizance of the facts hereinbefore referred to and giving them due consideration, the undersigned is of opinion that the prayer of Mr. Lelievre ought to be granted, and that as Second Clerk Assistant he should be transferred to sub-division "A" of the First Division. The undersigned therefore recommends that Mr. Lelievre's classification be reconsidered and amended accordingly.

J. K. KERR,

Speaker of the Senate.

SPEAKER'S CHAMBERS,

16th May, 1911.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said memorandum be taken into consideration of the Senate to-morrow.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell.

That an humble address be presented to His Excellency the Governor General; praying His Excellency to cause to be laid on the Table of this House, copy of all Orders in Council and of all correspondence between the Department of Militia, the Dominion Government and the Quebec Provincial Government, the Quebec municipal authorities and the Quebec Exposition Company, on the subject of the construction of the Quebec Drill Hall, of the money contribution of the city and province; of the use of these buildings and of the refusal of such use, for provincial exhibition purposes, of the claim based on such refusal, and on the subject of any other application in connection with the holding of Provincial or Dominion exhibitions at Quebec?

The question of concurrence being put thereon the same was resolved in the affirmative and; it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The Order of the Day being read for the third reading of Bill (48) intituled: "An Act to amend the Montreal Harbour Commissioners' Act, 1894," as amended.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Dandurand,

That the said Bill be not now read a third time but that it be further amended as follows:—

Page 1, line 8.—After “eastern” in the amendment made in the Committee of the Whole on Friday, 12th, strike out clause 2, and substitute the following:—

“2. All the powers possessed by the Harbour Commissioners of Montreal under *The Montreal Harbour Commissioners’ Act, 1894*, with regard to the port of Montreal as defined by section 5 of that Act, shall be deemed to have been transferred to the Minister of Marine and Fisheries on the nineteenth day of May, 1909, by section 1 of chapter 24 of the Statutes of 1909, and to have continued to be possessed by him with regard to the port of Montreal as defined by the said section 1, and to be so possessed.”

The question of concurrence being put thereon, the same was resolved in the affirmative.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That the said Bill, as further amended, be now read a third time.

The said Bill was, as further amended, then read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day the Bill (185) intituled: “An Act to amend the Fisheries Act,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed the said Bill without any amendment.

Pursuant to the Order of the Day the Bill (177) intituled: “An Act to amend the Indian Act,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed the said Bill without any amendment.

The Order of the Day being read for resuming the adjourned Debate on the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred Bill (4) intituled: “An Act to amend the Railway Act,” and the Hon. Mr. David’s motion in amendment thereto.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand, it was

Ordered, That further debate on the said Report be postponed to Thursday of next week.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (150) intituled: “An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the Province of New Brunswick.”

And the question being put.

After debate.

The Honourable Mr. Choquette moved, seconded by the Honourable Mr. Cloran, the adjournment of the debate.

With leave of the Senate,

The said motion was withdrawn.

And the House according to Order was adjourned during pleasure and put into a Committee of the Whole on the said Bill.

(In the Committee.)

Title read and postponed.

Section 1 read.

After some time the House was resumed, and

The Honourable Mr. Owens, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The House according to Order was adjourned during pleasure, and put into Committee of the Whole on the Bill (103) intituled: "An Act relating to Steamship Subsidies."

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Casgrain, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (K 1) intituled: "An Act to incorporate The Hudson Bay, Peace River and Pacific Railway Company."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson (Elgin), it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (W 1) intituled: "An Act to incorporate the New Ontario and Quebec Railway Company."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (G) intituled: "An Act to incorporate the Grain Growers Grain Company, Limited."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the same be postponed until Friday next.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (M 1) intituled: "An Act to incorporate the Casualty Company of Canada."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (T2), intituled: "An Act respecting La Sauvegarde Life Insurance Company."

On motion of the Honourable Mr. Dandurand, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (P1), intituled: "An Act to incorporate the Western Canal Company."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (I2), intituled: "An Act to incorporate the Continental Fire Insurance Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Campbell, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (S2), intituled: "An Act respecting the Cariboo, Barkerville and Willow River Railway Company."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Beith, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (Z2), intituled: "An Act respecting the Chatham, Wallaceburg and Lake Erie Railway Company."

On motion of the Honourable Mr. Derbyshire, seconded by the Honourable Mr. Wilson (Elgin), it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

A Message was brought from the House of Commons to return the Bill (93) intituled: "An Act to incorporate the Alberta Electric Railway," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was received from the House of Commons in the following words:—

HOUSE OF COMMONS,

MONDAY, 15th May, 1911.

Resolved, That a Message be sent to the Senate to return to that House the Evidence, &c., taken before the Standing Committee of the Senate on Divorce, to whom were referred the Petitions on which the following Bills were founded:—

Bill No. 190 (Letter N 2 of the Senate) intituled: "An Act for the relief of Violet Jane Dakin."

Bill No. 191 (Letter O 2 of the Senate) intituled: "An Act for the relief of Hugh Samuel Bell."

Bill No. 199 (Letter P 2 of the Senate) intituled: "An Act for the relief of Fanny Mary Healy."

Bill No. 200 (Letter U 2 of the Senate) intituled: "An Act for the relief of Gertrude Mary Grantham."

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest.

THOS. B. FLINT,
Clerk of the Commons.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Dandurand,

The Senate adjourned.

Thursday, 18th May, 1911.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Kirchhoffer,	Roche,
Beith,	Dandurand,	Landry,	Ross (Halifax),
Bostock,	David,	Lavergne,	Ross
Boucherville, de	Derbyshire,	Legris,	(Sir George W.),
(C.M.G.),	Dessaules,	McHugh,	Ross (Moosejaw),
Bowell	De Veber,	McKay (Truro),	Scott
(Sir Mackenzie),	Domville,	McMillan,	(Sir Richard),
Campbell,	Edwards,	McSweeney,	Tessier,
Cartwright	Ellis,	Miller,	Thompson,
(Sir Richard),	Farrell,	Mitchell,	Wilson (Elgin),
Casgrain,	Forget,	Montplaisir,	Wilson (Sorel),
Chevrier,	Gibson,	Owens,	Yeo,
Choquette,	Gillmor,	Power,	Young.
Cloran,	Jaffray,	Ratz,	

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Derbyshire:—

Of W. Billings and others, of Lyne, Ontario.

By the Honourable Mr. Campbell:—

Of George Fox, and others, of Eldorada, Ontario.

By the Honourable Mr. Chevrier:—

Of C. A. Meadows and others, of Carman; Of Louise Morrison and others, of Peersol; and of Mary Bishop, and others, of the City of Winnipeg, all in the Province of Manitoba.

By the Honourable Mr. Edwards:—

Of John Sherrefe, and others, of Rockland, Ontario.

By the Honourable Sir George Ross:—

Of J. C. Murray, and others, of the City of Toronto.

By the Honourable Mr. Young:—

Of E. S. Holden and others, of Boissevan, Manitoba.

By the Honourable Mr. Jaffray:—

Of John Harvie, and others, of Toronto.

By the Honourable Mr. Kirchhoffer:—

Of J. Walker, and others, of Stonewall and elsewhere in Manitoba.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of James Carruthers and others, of North Bedique; Of Alexander MacNeil and others, of Summerside, and of J. F. Hardy, of Elmsdale in Prince Edward Island; Of Charles Crerend and others, of Quebec; Of James Taylor (Bacon Road); Of J. M. Kilgour and others, of Beauharnois; Of J. B. Johnston, of McAdam Junction; Of W. R. Logan and others, of Fredericton; Of R. H. Davis and others, of Richibucto, and of Mary F. Burt and others, of Fredericton, New Brunswick; Of Adam Black and others, of Harcourt Station, New Brunswick; Of W. B. Mitchell and others, of Stoney Creek, Rockton, Hagersville, Watertown, North Pelowna, Hamilton (5), Norval, Georgetown, Lynden, Merriton, St. Ann's, Cayuga, Dundas, Summerville, Dunbar, Saint Catharines, and Welland, in the Province of Ontario; Of B. T. Williams and others, of Ardrossau, Wainwright, Coleman and Canmore, in the Province of Alberta; Of Goedonell Meloni and others, of Halifax; Of E. A. O'Brien and others, of Noel, North Shore; Of J. A. Smith and others, of Windsor; Of W. G. Harvey and others, of Moserville; Of Wm. Butcher and others, of Upper Musquodoboit, and of Henry Crowe and others, of Cookstown, Ontario; Of John C. McDonald and others, of the County of Pictou; Of A. R. Fleming and others; Of A. D. Mackenzie and others, of Waterville; Of Wm. Fraser and others; Of Alex. A. Jones and others; Of Alex. Hawley and others, of Mabou, and of A. R. Watt and others, of Truro; Of W. Phelps and others, of Truro, all in the Province of Nova Scotia; Of James McIntosh and others, of Kenton, Manitoba; Of R. McCuaig and others, of Apple Hill, Ontario, and of John Cameron and others, of Summerville, Ontario; Of H. E. Abraham and others, of Port Hope; Of W. A. Milne and others, of Menie; Of W. A. Moore and others, of Babcaeygeon; Of Wm. Muncieff and others; Of J. S. Seaton and others, of St. John, New Brunswick, and of Jas. B. Kennedy and others, of New Westminster. Of Thomas McKuchan and others, of Olds, Tofield, Lethbridge, Carruthers and Davisburg, Province of Alberta; Of C. W. Pearce and others, of St. Thomas; Of Frederick Jones and others, of Molsons River; Of J. S. Greenshield and others, of Leamington; Of Alex Taylor and others, of Port Stanley; Of Peter Taylor and others, of Walkerville; Of Pauline Diltz and others, of Essex, and of John Grant and others, of Chatham, Province of Ontario; Of E. D. Williamson and others, of Sonya; Of William R. Wood and others, of Claremont; Of W. D. Gordon and others, of Pickering, and of F. W. Smith and others, of Oshawa; Of Lachlin Leitch and others, of Glencoe; Of E. D. Paxman and others, of Parkhill, and J. D. Drummond, of Ailsa Craig, Ontario; Of Alex Murray and others, of Braemar, Ontario; Of F. Lowson and others, of Kelowna; Of L. A. Currie and others, of Vancouver; Of Thomas Oswald and others, of Longley; and James C. Mitchell and others, of New Westminster, British Columbia; Of A. A. Blythe and others, of Ottawa; Of James H. Woodside and others, of North Gower, and of Thomas Nesbitt and others, of Merrivale; Of Hiram Ashley and others, of Foxboro; Of John Duff and others, of Tweed; Of Addie Harold and others, of Tweed, and of R. E. English and others, of Mellrose, Ontario; Of John Orr and others, of Hochelaga, Quebec; praying that the Criminal Law may be amended so as to protect Canadian Society in the matter of Adultery and the Social Evil.

The Honourable Mr. Campbell, from the Special Committee on Bill (3), intituled: "An Act respecting the Hours of Labour on Public Works," presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk and it is as follows:—

THE SENATE,

COMMITTEE ROOM, No. 8,

THURSDAY, May 18th, 1911.

The Special Committee on Bill (3), "An Act respecting the Hours of Labour on Public Works," beg leave to present their First Report, as follows:—

Your Committee recommend that their quorum be reduced to (5) members.

All which is respectfully submitted.

ARCH. CAMPBELL,
Chairman.

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Report be taken into consideration to-morrow.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That commencing on Friday next, until differently ordered, there shall be two distinct sittings of the Senate every day, including Saturday, the first sitting to commence at 11 o'clock, a.m., until 1 o'clock, p.m. and the second sitting to commence at 3 o'clock, p.m.

The Honourable Mr. Choquette, presented to the Senate.

The petition of the British Colonial Fire Insurance Company

With leave of the Senate.

On motion of the Honourable Mr. Choquette, seconded by the Honourable Mr. Baird, it was

Ordered, That Rules 24 (a) and 110 be suspended in so far as they relate to the said petition.

The said petition was then read at length at the Table and received.

Pursuant to the Order of the Day the Bill (103) intituled: "An Act relating to Steamship Subsidies," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed the said Bill without any amendment.

The Order of the Day being read for the consideration of the Memorandum from His Honour the Speaker of the Senate *re* classification of the Second Clerk Assistant, &c.

The Honourable Mr. Casgrain moved, seconded by the Honourable Mr. David.

That this Memorandum be now concurred in.

The Honourable Mr. Thompson in amendment moved, seconded by the Honourable Mr. Power.

That the word "not" be inserted before the word "now" and the following be added at the end of the question "but that it be referred to the Committee on Internal Economy for consideration and report."

After debate.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Domville.

That the Debate be adjourned.

The question of concurrence being put on the said motion the House divided:—
Yeas 15. Nays 23.

So it was resolved in the negative.

The question being then put on the amendment moved by the Honourable Mr. Thompson, the House divided and the names being called for they were taken down as follows:—

CONTENTS:

The Honourable Messieurs

Baird,	Ellis,	Owens,	Scott
Beith,	Jaffray,	Power,	(Sir Richard),
Bostock,	McHugh,	Ratz,	Thompson,
Campbell,	McKay (Truro),	Ross (Halifax),	Wilson (Elgin),
Derbyshire,	McMillan,	Ross	Yeo,
Domville,	McSweeney,	(Sir George W.),	Young—22.

NON-CONTENTS:

The Honourable Messieurs

Boucherville, de,	Choquette,	Farrell,	Lavergne,
Bowell	Cloran,	Forget,	Legris,
(Sir Mackenzie),	Costigan,	Gillmor,	Mitchell,
Cartwright	David,	Kerr (Speaker),	Montplaisir,
(Sir Richard),	Desaulles,	Kirchoffer,	Roche,
Casgrain,	Edwards,	Landry,	Tessier—23.
Chevrier,			

So it was resolved in the negative.

The question being then put on the main motion the same was on the same division reversed resolved in the affirmative, and
Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (150) intituled: "An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the Province of New Brunswick."

(In the Committee.)

After some time the House was resumed, and
The Honourable Mr. Owens, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (211) intituled: "An Act respecting aid towards the construction of the Canadian Northern Ontario Railway," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (213) intituled: "An Act to amend the Bank Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the Rules 23 (*f*), 24 (*a*), (*b*) and 63 of this House be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time at length at the Table.

The said Bill was then read a second time accordingly.

Then, On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (221) intituled: "An Act to amend the Penny Bank Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the Rules 23 (*f*), 24 (*a*), (*b*) and 63 of this House be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time at length at the Table.

The said Bill was then read a second time accordingly.

Then, On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (S), intituled: "An Act to incorporate the Albert and Moncton Railway Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

Then, on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until to-morrow at 11 o'clock, a.m.

Friday, 19th May, 1911.

FIRST-SITTING.

The Senate met at 11 o'clock, a.m.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker.

The Honourable Messieurs

Baird,	Cloran,	Jaffray,	Ratz,
Beith,	Costigan,	Kirchhoffer,	Roche,
Bostock,	David,	Landry,	Ross
Boucherville, de	Derbyshire,	Lavergne,	(Sir George W.),
(C.M.G.),	Dessaules,	Legris,	Ross (Moosejaw),
Bowell	De Veber,	McHugh,	Scott
(Sir Mackenzie),	Domville,	McKay (Truro),	(Sir Richard),
Campbell,	Edwards,	Miller,	Tessier,
Cartwright	Ellis.	Mitchell,	Thompson,
(Sir Richard),	Farrell,	Montplaisir,	Wilson (Elgin),
Casgrain,	Forget,	Owens,	Yeo,
Chevrier,	Gibson,	Power,	Young.
Choquette,	Gillmor,		

PRAYERS.

On motion of the Right Honourable Sir Richard Cartwright, it was Ordered, That from this day on to the proposed long adjournment of the Senate, the following Rules will be suspended in so far as Bills coming before this House may be concerned to wit:—23f, 24a, b, e, and h, 63, 117 and 119.

The Order of the Day being read for the Third Reading Bill (150), intituled: "An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the Province of New Brunswick."

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott.

That the said Bill be now read a third time.

The same was on a division resolved in the affirmative.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed the said Bill without any amendment.

The House according to Order proceeded to the consideration of the amendments made by the House of Commons to Bill (G), intituled: "An Act to incorporate The Grain Growers Grain Company, Limited."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have agreed to their amendments without any amendment.

The House according to Order proceeded to the consideration of the First Report of the Special Committee to whom was referred Bill (3), intituled: "An Act respecting the Hours of Labour on Public Works."

On motion of the Honourable Mr. Campbell, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (211) intituled: "An Act respecting aid towards the construction of the Canadian Northern Ontario Railway," was read a second time.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott.

That the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. Legris, reported from the said Committee that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (36) intituled: "An Act relating to the establishment and expenses of the International Joint Commission under the Waterways Treaty of January the eleventh, Nineteen Hundred and Nine," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time at the next sitting of the House.

A Message was brought from the House of Commons by their Clerk, with a Bill (212) intituled: "An Act to amend the Water Carriage of Goods Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time at the next sitting of the House.

A Message was brought from the House of Commons by their Clerk, with a Bill (219) intituled: "An Act to amend the Quebec Savings Bank Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time at the next sitting of the House.

A Message was brought from the House of Commons by their Clerk to return the Bill (C3) intituled: "An Act to amend An Act of the present Session intituled: "An Act respecting the Grand Trunk Railway Company of Canada," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (197) intituled: "An Act to amend the Railway Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a second time at the next sitting of the House.

Then on motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott.

The Senate adjourned until three o'clock, p.m., to-day.

SECOND DISTINCT SITTING.

The Senate met at three o'clock in the afternoon.

The Members convened were:—

The Honourable JAMES KIRKPATRICK KERR, Speaker,

The Honourable Messieurs

Beith,	Costigan,	Kirchhoffer,	Roche,
Bostock,	David,	Landry,	Ross
Boucherville, de	Derbyshire,	Lavergne,	(Sir George W.),
(C.M.G.),	Dessaulles,	Legris,	Ross (Moosejaw),
Bowell	De Veber,	McHugh,	Scott
(Sir Mackenzie),	Edwards,	McKay (Truro),	(Sir Richard),
Campbell,	Ellis,	Miller,	Tessier,
Cartwright	Farrell,	Montplaisir,	Wilson (Elgin),
(Sir Richard),	Forget,	Owens,	Young.
Casgrain,	Gillmor,	Power,	
Chevrier,	Jaffray,		

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Montplaisir, it was

Ordered, That an Order of the Senate do issue for an immediate return of copy of the plan prepared by Mr. Todd, showing the works to be executed on the Quebec Battlefields Park, which plan accompanied the report presented to the President of the Quebec Battlefields Commission, dated November 15, 1909.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That when the Senate adjourns for the proposed long adjournment it shall stand adjourned to Wednesday the ninth day of August next at three o'clock in the forenoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Landry called the attention of the Government to the following facts:—

1. On November 17, 1910, Dr. Martineau, medical officer at Grosse Isle, addressed to Dr. Montizambert, director general of public health, the following telegram:—

“GROSSE ISLE, P.Q., November 17.

“T. Montizambert, Ottawa.

“Following telegram received from Drs. Lavoie and Page, immigration officers, Quebec:—Russian passenger with gastro enteritis arrived at this port to-day via S.S. *Royal George*. What is to be done with passenger ship and sick immigrant? The ship held pending instructions. That vessel passed here last night and this case was not reported. I am waiting instructions and I want definite reply.

“(Sgd.) DR. G. E. MARTINEAU.”

2. On November 19th, Dr. Montizambert after having viewed the patient, signed the following telegram:—

“GROSSE ILE, November 19.

“Minister of Agriculture, Ottawa.

“All steerage passengers and steerage stewards landed, vessel disinfected and released at 4.30. Adami's report expected to-night. Present symptoms more resemble typhoid.

“(Sgd.) F. MONTIZAMBERT.”

3. On November 22, 1910, Dr. Montizambert addressed to the Minister of Agriculture an official and detailed report in which he states:—“The case has been a very mild one, and is now fairly convalescent; the symptoms, since the patient has been in the quarantine hospital, are more resembling typhoid, especially with regard to the morning and evening temperatures, than any other sickness.

“(Sgd.) F. MONTIZAMBERT.”

“Director General of Public Health.”

Further on, Dr. Montizambert declares to the Minister that the bacteriological examination certainly indicates the existence of cholera.

4. On December 12, 1910. Prof. Adami, (without, we venture to state, affirming the fact.) Bacteriologist of Montreal, declares, in an official report “that here was not a severe and typical choleraic seizure” but that “here we have to deal with a *cholera carrier*.”

5. On December 16. In a letter addressed to Dr. Montizambert, Professor Adami, expresses himself as follows:—

“Granting that we have a *cholera carrier*, the indications thus are that the vibrio is growing quietly in some of the crypts of Lieberkuhn and other folds of the mucous membrane. This habit of growth suggests strongly that we have here an organism which can be eradicated by intestinal disinfection and that at least it is deserving of trial.”

6. On December 19, Dr. Martineau, writes from the quarantine to Dr. Montizambert:—

“There is no doubt that we have to deal with a *cholera carrier* as he has *no other* symptoms of cholera.

“Also he suffers from mental derangement and since those last five days he refused absolutely to take any medicine or food; he sleeps very little and is very nervous. I attribute that to the loneliness and we have to keep constantly two men to watch him.

“I have reported these fact to Dr. Pagé, who informed me that this immigrant is certainly to be deported.

“(Sgd.) G.E. MARTINEAU, M.D.
“*Medical Superintendent.*”

7. On December 5, 1910, Dr. Montizambert wired Dr. Martineau as follows:—

“OTTAWA, December 5, 1910.

“Dr. MARTINEAU,
“Medical Superintendent,
“Grosse Ile Quarantine Station.

“Steamer *Rouville* or *Druid* placed at Minister's (of Agriculture) disposal for necessary Grosse Isle service by Marine Department on application by going to Agent at Quebec.

“(Sgd.) F. MONTIZAMBERT, M.D.”

8. In possession of all these facts gathered from official documents furnished to the Senate upon an Order of this House, the Honourable Mr. Landry gave notice of the following enquiry to be made by him on Tuesday 16th of the present month.

(a) What has been the cost to the country of the detention, at Grosse Isle, from the month of November last, up to date, of the Russian Said Godlieb, at first suspected of being affected with typhoid fever, then scientifically acknowledged to be the victim of an attack of Asiatic cholera, subsequently changed, in the very depth of winter, owing to carefully selected precedents, into a permanent source of microbes, bacilli and other murderous animalcules, lastly and still more certainly the undeniable victim of an isolation and banishment which caused the loss of his reason?

(b) What amount was more specially paid to Professor Adami, of Montreal, to Dr. Vallée, municipal bacteriologist, of Quebec, and to other scientists or non-scientists who interested themselves in the case of the unfortunate man?

(c) What ships of our navy were placed at the disposal of the authorities for the transportation, at fixed dates, of the necessities of life, food for the nourishment of the inmate, and alvine evacuations to be utilized by the laboratories of science?

9. This inquiry, even before it was made, was laid aside by the Speaker, who declared that it was preceded by a preamble, and that the facts upon which it was based were open to discussion.

And inquired:—

(a) What has been the cost to the country of the detention, at Grosse Isle, from the month of November last, up to date, of the Russian Said Godlieb?

(b) What amount was more specially paid to Professor Adami, said to be Professor at Montreal, and to Dr. Vallée, said to be municipal bacteriologist, of Quebec, for their professional services?

(c) What ships of our navy were placed at the disposal of the authorities in connection with the care of the one who by turns seems to have been declared affected with gastro enteritis, typhoid fever, Asiatic cholera, and who seems to be treated today as a cholera carrier and a victim of insanity?

Debated.

Pursuant to the Order of the Day, the Bill (36) intituled: "An Act relating to the establishment and expenses of the International Joint Commission under the Waterways Treaty of January the eleventh, nineteen hundred and nine," was read a second time.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. Wilson (Elgin) reported from the said Committee that they had gone through the said Bill and directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (212) intituled: "An Act to amend the Water Carriage of Goods Act," was read a second time.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. Forget, reported from the said Committee that they had gone through the said Bill, and directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (219) intituled: "An Act to amend the Quebec Savings Banks Act," was read a second time.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. Derbyshire, reported from the said Committee that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (197) intituled: "An Act to amend the Railway Act," was read a second time.

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Sir Richard Scott,

That the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House resumed, and

The Honourable Mr. David, reported from the said Committee that they had gone through the said Bill, and directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be read a third time presently.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (85) intituled: "An Act respecting Forest Reserves and Parks," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be Committed to a Committee of the Whole House presently.

The House, according to Order was adjourned during pleasure, and put into a Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (222) intituled: "An Act respecting the National Battlefields at Quebec," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be Committed to a Committee of the Whole House presently.

The House, according to Order was adjourned during pleasure, and put into Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Roche, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (224) intituled: "An Act respecting Duties of Customs on Importations from Japan," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was.

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be Committed to a Committee of the Whole House presently.

The House according to Order, was adjourned during pleasure, and put into Committee of the Whole on the said Bill.

(In the Committee.)

After some time the House was resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY, CANADA,

OTTAWA, 19th May, 1911.

SIR,—I have the honour to inform you that the Right Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber this evening at nine o'clock, to give the Royal Assent to certain Bills which have passed the Senate and the House of Commons during the present Session of Parliament.

I have the honour to be, sir,

Your obedient servant,

D. O. MALCOLM,
Governor General's Secretary.

The Honourable,

The Speaker of the Senate.

It being six o'clock, His Honour the Speaker left the Chair to resume the same at half-past seven o'clock, p.m.

The Senate resumed.

8 o'clock, p.m.

A Message was brought from the House of Commons to return the following Bill:—(A 3) of the Senate, intituled: "An Act for the relief of William Francis Currie," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk in the following words:—

HOUSE OF COMMONS,

FRIDAY, 19th May, 1911.

Resolved, That a Message be sent to the Senate to return to that House the evidence, &c., taken before the Standing Committee of the Senate on Divorce, to whom was referred the Petition on which the following Bill was founded:—
"Bill No. 215 (Letter A 3 of the Senate), intituled: "An Act for the relief of William Francis Currie."

Ordered, That the Clerk of the House do carry the said Message to the Senate.
Attest.

THOS. B. FLINT,
Clerk of the House.

A Message was brought from the House of Commons by their Clerk with a Bill (225) intituled: "An Act for granting to His Majesty certain sums of money for the Public Service of the financial years ending, respectively, the 31st March, 1911, and 31st March, 1912," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (216) intituled: "An Act to amend the Post Office Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass.

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Senate adjourned during pleasure.

His Honour the Chief Justice Sir Charles Fitzpatrick, Deputy of His Excellency the Governor General, being seated at the foot of the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the desire of His Honour the Deputy of His Excellency the Governor General that they attend him immediately in this House."

Who being come with their Speaker.

The Clerk of the Crown in Chancery read the titles of the Bills to be passed, as follows:—

An Act respecting the Mather Bridge and Power Company.

An Act to incorporate the British Columbia and Dawson Railway Company.

An Act respecting International Railway Company and International Traction Railways.

An Act to incorporate the Simcoe, Grey and Bruce Railway Company.

An Act respecting the Quebec and New Brunswick Railway Company.

An Act to incorporate the Saskatoon and Hudson Bay Railway Company.

An Act to incorporate the Lake Erie and Northern Railway Company.

An Act respecting the Huron and Ontario Railway Company.

An Act respecting the Buffalo, Niagara and Toronto Railway Company.

An Act to incorporate the Canadian Surety Company.

An Act to incorporate to Sterling Trust Corporation.

An Act respecting the Algoma Central and Hudson Bay Railway Company.

An Act to incorporate the Pacific and Peace Railway Company.

An Act respecting the People's Railway Company.

An Act respecting the Manitoulin and North Shore Railway Company, and to change its name to "The Algoma Eastern Railway Company."

An Act respecting the Canadian Pacific Railway Company.

An Act to amend the Canada Medical Act.

An Act respecting the Baptist Convention of Ontario and Quebec.

An Act respecting a patent of the Goldschmidt Thermit Company.

An Act to incorporate the Restigouche Riparian Association.

An Act for the relief of Mary Jane Beatty.

An Act for the relief of Robert William Logan.

An Act respecting a patent of Conduits Company, Limited.

An Act to incorporate the Hudson Bay Mortgage Corporation.

An Act to incorporate the Imperial Steamship Company.

An Act to incorporate the Canadian Baptist Foreign Mission Board.

An Act respecting the Western Alberta Railway Company.

An Act respecting the Alsek and Yukon Railway Company.

An Act to incorporate the Pacific and Hudson Bay Railway Company.

An Act respecting the Western Central Railway Company.

An Act to prohibit the improper use of Opium and other Drugs.

An Act respecting the McClary Manufacturing Company.

An Act respecting the Hamilton Provident and Loan Society.

An Act to incorporate The Ontario-Michigan Railway Company.

An Act to incorporate the British Columbia and White River Railway Company.

An Act respecting the Songhees Indian Reserve.

An Act to amend the Post Office Act.

An Act to correct certain clerical errors in the French Version of the Inland Revenue Act.

An Act for the relief of Walter Harvey Kirkland.

An Act for the relief of Mary Kathleen Crittenden.

An Act for the relief of Pauline Winslow Saunderson.

An Act for the relief of Nellie Bridgland Morrison.

An Act for the relief of Francis Whittington Truesdell.

An Act to incorporate The Canada West Loan Corporation.

An Act to amend and consolidate the Acts relating to the Harbour of Toronto.

An Act to incorporate the Imperial Traction Company.

An Act respecting the Montreal Park and Island Railway Company.

An Act to amend the Department of Railways and Canals Act.

An Act respecting the Joliette and Lake Manuan Colonization Railway Company.

An Act respecting a Patent of the Boiler Flue Cleaner and Supply Company, Limited.

An Act to confer on the Commissioner of Patents certain powers for the relief of Trussed Concrete Steel Company, of Canada, Limited.

An Act for the relief of Violet Jane Dakin.

An Act for the relief of Hugh Samuel Bell.

An Act to provide for increasing the capital stock of the Richilieu and Ontario Navigation Company.

An Act for the relief of Fanny Mary Healy.

An Act for the relief of Gertrude Mary Grantham.

An Act respecting The Canada National Fire Insurance Company.

An Act respecting certain Patents of Munderloh and Company, Limited.

An Act respecting the Inspection and Sale of Seeds.

An Act respecting the Alberta Railway and Irrigation Company.

An Act to amend the Fisheries Act.

An Act to amend the Indian Act.

An Act to incorporate the Alberta Electric Railway Company.

An Act to incorporate The Hudson Bay, Peace River and Pacific Railway Company.

An Act to incorporate the Ontario and Abitibi Railway Company.

An Act to incorporate the Casualty Company of Canada.

An Act respecting La Sauvegarde Life Insurance Company.

An Act to incorporate the Western Canal Company.

An Act to incorporate The Continental Fire Insurance Company of Canada.

An Act respecting the Cariboo, Barkerville and Willow River Railway Company.

An Act respecting The Chatham, Wallaceburg and Lake Erie Railway Company.

An Act relating to Steamship Subsidies.

An Act to amend the Bank Act.

An Act to amend the Penny Bank Act.

An Act to incorporate The Albert and Moncton Railway Company.

An Act to authorize the Government of Canada to acquire, by lease, a certain line of railway in the province of New Brunswick.

An Act to incorporate the Grain Growers' Grain Company, Limited.

An Act to amend an Act of the present session intituled "An Act respecting the Grand Trunk Railway Company of Canada."

An Act respecting aid towards the construction of the Canadian Northern Ontario Railway.

An Act relating to the establishment and expenses of the International Joint Commission under the Waterways Treaty of January the eleventh, nineteen hundred and nine.

An Act to amend the Water-Carriage of Goods Act.

An Act to amend the Quebec Savings Banks Act.

An Act to amend the Railway Act.

An Act respecting Duties of Customs on Importations from Japan.

An Act respecting the National Battlefields at Quebec.

An Act respecting Forest Reserves and Parks.

An Act for the relief of William Francis Currie.

An Act to amend the Post Office Act.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

“In His Majesty’s name, His Honour the Deputy of His Excellency the Governor General doth assent to these Bills.”

Then the Honourable the Speaker of the House of Commons addressed the Deputy of His Excellency the Governor General, as follows:—

“MAY IT PLEASE YOUR HONOUR:

“The Commons of Canada have voted the Supplies required to enable the Government to defray the expenses of the Public Service.

“In the name of the Commons, I present to Your Honour the following Bill:—

“An Act for granting to His Majesty certain sums of money for the public service of the financial years ending, respectively, the 31st March, 1911, and the 31st March, 1912.

“To which Bill I humbly request Your Honour’s assent.”

To this Bill the Clerk of the Senate, by His Honour’s command, did thereupon say:—

“In His Majesty’s name, His Honour the Deputy of His Excellency the Governor General thanks His Loyal Subjects, accepts their benevolence, and assents to this Bill.”

The Senate was resumed.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Sir Richard Scott,

The Senate adjourned until Wednesday the Ninth of August, at three o’clock in the afternoon.

During the adjournment Parliament was desolved on Saturday the 29th July, 1911.

DIAGRAM OF THE SENATE CHAMBER

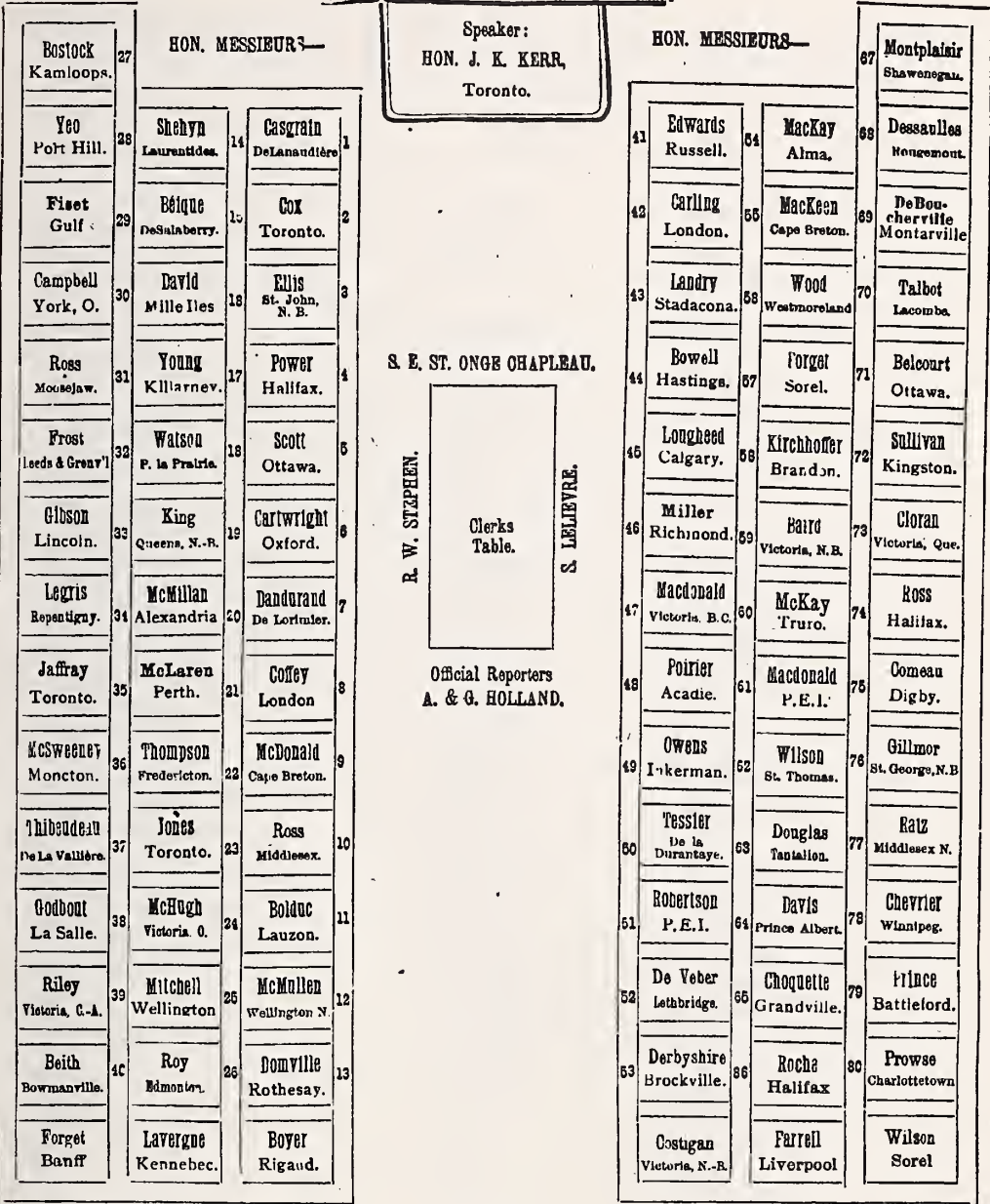
3rd SESSION, 11th PARLIAMENT, 1910-11



Speaker:
HON. J. K. KERR,
 Toronto.

HON. MESSIEURS—

HON. MESSIEURS—



S. E. ST. ONGE CHAPLEAU.

Clerks
Table.

R. W. STEPHEN.

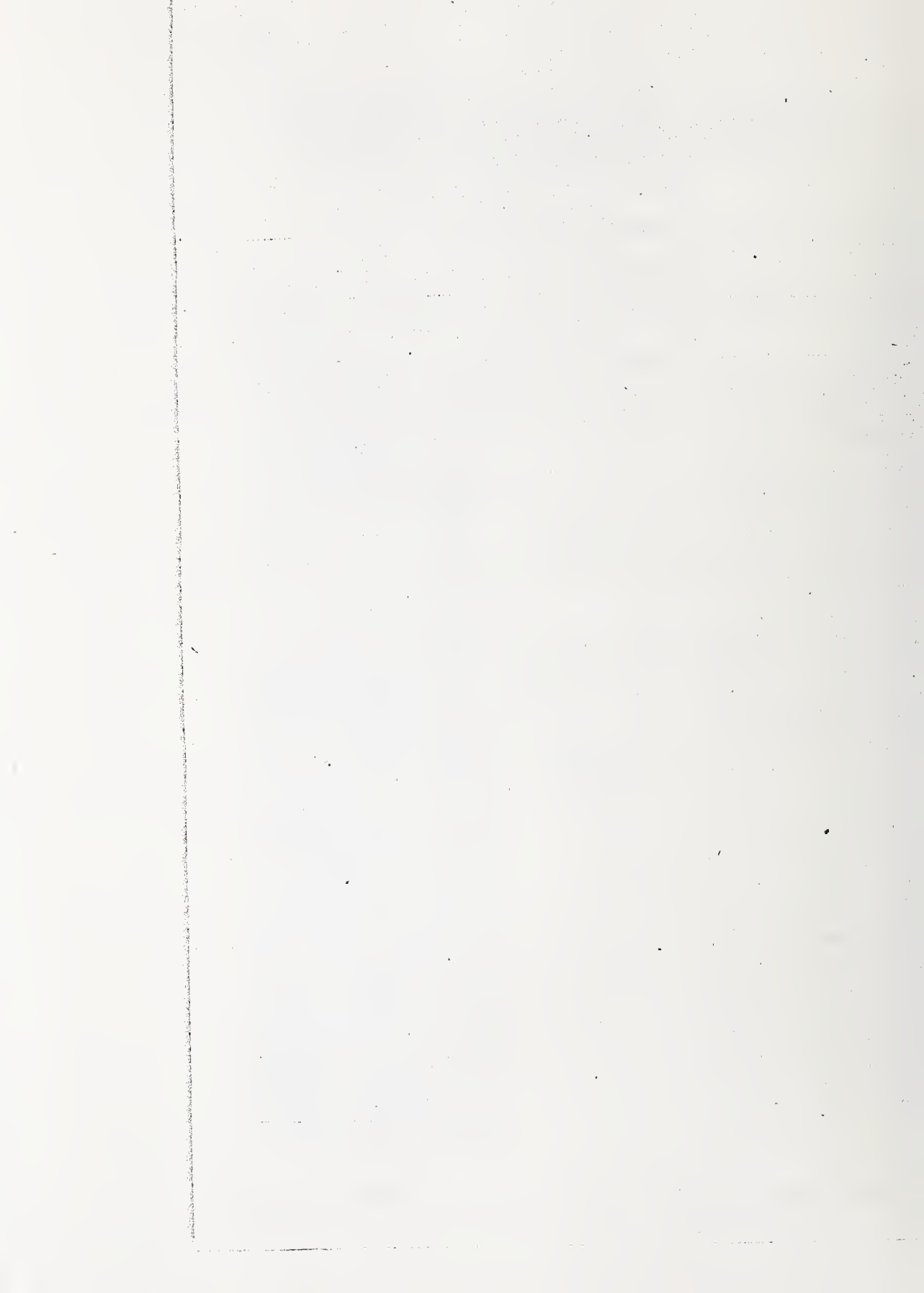
S. LEBEVRE.

Official Reporters
A. & G. HOLLAND.

Sergeant at Arms,
J. DE ST. D. LE MOINE

BAR.

Black Rod,
ERNEST J. CHAMBERS.



SENATORS OF CANADA

ACCORDING TO SENIORITY

3rd SESSION, 11th PARLIAMENT, 1st GEORGE V.

1910-11

THE HONOURABLE JAMES KIRKPATRICK KERR, SPEAKER.

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
The Honourable		
WILLIAM MILLER.....	Richmond.....	Arichat, N.S.
WILLIAM JOHN MACDONALD.....	Victoria, B.C.....	Victoria, B.C.
SIR RICHARD WILLIAM SCOTT, Kt.....	Ottawa.....	Ottawa.
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SIR JOHN CARLING, K.C.M.G.....	London.....	London, Ont.
LOUIS J. FORGET.....	Sorel.....	Montreal.
ALFRED A. THIBAUDEAU.....	De la Vallière.....	Montreal.
GEORGE A. COX.....	Toronto.....	Toronto, Ont.
GEORGE GERALD KING.....	Queens.....	Chipman, N.B.
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RAOUL DANDURAND.....	De Lorimier.....	Montreal.
JOHN YEO.....	East Prince.....	Port Hill, P.E.I.
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JOSEPH P. B. CASGRAIN.....	DeLanaudière.....	Montreal.
ROBERT WATSON.....	Portage la Prairie.....	Portage la Prairie' Man.
FINLAY M. YOUNG.....	Killarney.....	Killarney, Man.
JOSEPH SHEHYN.....	Laurentides.....	Quebec.
LYMAN MELVIN JONES.....	Toronto.....	Toronto, Ont.
GEORGE MCHUGH.....	Victoria, O.....	Lindsay, Ont.
ROBERT MACKAY.....	Alma.....	Montreal.
JOHN V. ELLIS.....	St. John.....	St. John, N.B.
JOSEPH GODBOUF.....	La Salle.....	Beauceville, West, Que.

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
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FREDERICK L. BEIQUE.....	De Salaberry.....	Montreal.
WILLIAM GIBSON.....	Lincoln.....	Beamsville, Ont.
JAMES McMULLEN.....	North Wellington.....	Mount Forest, Ont.
JOSEPH H. LEGRIS.....	Repentigny.....	Louiseville, Que.
FRANCIS T. FROST.....	Leeds and Grenville...	Smiths Falls, Ont.
JAMES K. KERR (Speaker).....	Toronto.....	Toronto, Ont.
THOMAS COFFEY.....	London.....	London, Ont.
JULES TESSIER.....	De la Durantaye.....	Quebec.
WILLIAM C. EDWARDS.....	Rideau.....	Rockland Ont.
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L. O. DAVID.....	Mille lles.....	Montreal.
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WILLIAM MITCHELL.....	Wellington.....	Drummondville, Que.
JOHN H. WILSON.....	Elgin.....	St. Thomas, Ont.
HEWITT BOSTOCK.....	Kamloops.....	Monte Creek, B.C.
SIR RICHARD J. CARTWRIGHT, G.C.M.G.	Oxford.....	Ottawa.
PHILIPPE A. CHOQUETTE.....	Grandville.....	Quebec.
JAMES H. ROSS.....	Regina.....	Moosejaw, Sask.
THOMAS O. DAVIS.....	Prince Albert.....	Prince Albert, Sask.
WILLIAM ROSS.....	Victoria, N.S.....	Halifax, N.S.
ROBERT JAFFRAY.....	Toronto.....	Toronto.
L. GEORGE DE VEBER.....	Lethbridge.....	Lethbridge, Alta.
JAMES M. DOUGLAS.....	Tantallon.....	Tantallon, Sask.
PETER TALBOT.....	Lacombe.....	Lacombe, Alta.
GEORGE RILEY.....	Victoria.....	Victoria, B.C.
JOHN COSTIGAN.....	Victoria, N.B.....	Edmundston, N.B.
SIR GEORGE W. ROSS, KT.....	Middlesex.....	Toronto, Ont.
ROBERT BEITH.....	Bowmanville.....	Bowmanville, Ont.
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AMBROSE H. COMEAU.....	Digby County.....	Meteghan River, N.S.
GEORGE C. DESSAULLES.....	Rougemont.....	St. Hyacinthe, Que.
NAPOLEON A. BELCOURT.....	Ottawa.....	Ottawa, Ont.
ARCHIBALD CAMPBELL.....	York, O.....	West Toronto, Ont.
DANIEL DERBYSHIRE.....	Brockville.....	Brockville, Ont.
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NOE CHEVRIER.....	Winnipeg.....	Winnipeg, Man.
ARTHUR BOYER.....	Rigaud.....	Montreal.
BENJAMIN PRINCE.....	Saskatchewan.....	Battleford, Sask.
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WILLIAM ROCHE.....	Halifax.....	Halifax, N.S.
LOUIS LAVERGNE.....	Kennebec.....	Arthabaska, Que.
AMEDEE E. FORGET.....	Banff.....	Banff, Alta.
JOSEPH M. WILSON.....	Sorel.....	Montreal.
BENJAMIN C. PROWSE.....	Charlottetown.....	Charlottetown, P.E.I.

SENATORS OF CANADA

ALPHABETICAL LIST.

3rd SESSION, 11th PARLIAMENT, 1st GEORGE V.

1910-11

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
The Honourable		
BAIRD, G. T.	Victoria.	Perth, N.B.
BEIQUÉ, F. L.	De Salaberry.	Montreal.
BEITH, R.	Bowmanville.	Bowmanville, Ont.
BELCOURT, N. A.	Ottawa.	Ottawa, Ont.
BOLDUC, J.	Lauzon.	St. Victor de Tring, Que.
BOSTOCK, H.	Kamloops.	Monte Creek, B.C.
BOUCHERVILLE, DE, C.E., C.M.G.	Montarville.	Boucherville, Que.
BOWELL, (Sir Mackenzie), K.C.M.G.	Hastings.	Belleville, Ont.
BOYER, A.	Rigaud.	Montreal.
CAMPBELL, A.	York, O.	West Toronto, Ont.
CARLING, (Sir John), K.C.M.G.	London.	London, Ont.
CARTWRIGHT, (Sir Richard), G.C.M.G.	Oxford.	Ottawa.
CASGRAIN, J. P. B.	De Lanaudiere.	Montreal.
CHEVRIER, N.	Winnipeg.	Winnipeg, Man.
CHOQUETTE, P. A.	Grandville.	Quebec.
CLORAN, H. J.	Victoria.	Montreal.
COFFEY, T.	London.	London, Ont.
COMEAU, A. H.	Digby County.	Meteghan River, N.S.
COSTIGAN, J.	Victoria, N.B.	Edmundston, N.B.
COX, G. A.	Toronto.	Toronto.
DANDURAND, R.	De Lorimier.	Montreal.
DAVID, L. O.	Mille Iles.	Montreal.
DAVIS, T. O.	Prince Albert.	Prince Albert, Sask.
DERBYSHIRE, D.	Brockville.	Brockville, Ont.
DESSAULLES, G. C.	Rougemont.	St. Hyacinthe, Que.
DE VEBER, L. G.	Lethbridge.	Lethbridge, Alta.
DOMVILLE, J.	Rothsay.	Rothsay, N.B.
DOUGLAS, J. M.	Tantallon.	Tantallon, Sask.
EDWARDS, W. C.	Rideau.	Rockland, Ont.
ELLIS, J. V.	St. John.	St. John, N.B.
FARRELL, E. M.	Liverpool.	Liverpool, N.S.
FISSET, J. B. R.	Gulf.	Rimouski, Que.
FORGET, A. E.	Banff.	Banff, Alberta.
FROST, F. T.	Leeds and Grenville.	Smiths Falls.
GIBSON, W.	Lincoln.	Beamsville, Ont.
GILLMOR, D.	St. George.	St. George, N.B.
GODBOUT, J.	LaSalle.	Beauceville, West, Que.
JAFFRAY, R.	Toronto.	Toronto, Ont.
JONES, L. MELVIN.	Toronto.	Toronto, Ont.
KERR, J. K. (Speaker)	Toronto.	Toronto, Ont.
KING, G. G.	Queens.	Chipman, N.B.

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
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KIRCHHOFFER, J. N.....	Selkirk.....	Brandon, Man.
LANDRY, P.....	Stadacona.....	Candiac, Que.
LAVERGNE, L.....	Kennabec.....	Arthabaska, Que.
LEGRIS, J. H.....	Repentigny.....	Louiseville, Que.
LOUGHEED, J. A.....	Calgary.....	Calgary, Alta.
MACDONALD, A. A.....	Charlottetown.....	Charlottetown, P.E.I.
MACDONALD, W. J.....	Victoria.....a.....	Victoria, B.C.
MACKAY, R.....	Alma.....	Montreal.
MACKEEN, D.....	Cape Breton.....	Halifax.
MCDONALD, W.....	Cape Breton.....	Glace Bay, N.S.
McHUGH, G.....	Victoria, O.....	Lindsay, Ont.
McKAY, T.....	Truro.....	Truro, N.S.
McLAREN, P.....	Perth.....	Perth, Ont.
McMILLAN, D.....	Alexandria.....	Alexandria, Ont.
McMULLEN, J.....	North Wellington.....	Mount Forest, Ont.
McSWEENEY, P.....	Northumberland.....	Moncton, N.B.
MILLER, W.....	Richmond.....	Arichat, N.S.
MITCHELL, W.....	Wellington.....	Drummondville, Que.
MONTPLAISIR, H.....	Shawenegan.....	Three Rivers, Que.
OWENS, W.....	Inkerman.....	Montreal.
POIRIER, P.....	Acadie.....	Shediac, N.B.
POWER, L. G.....	Halifax.....	Halifax, N.S.
PRINCE, B.....	Saskatchewan.....	Battleford, Sask.
PROWSE, B. C.....	Charlottetown.....	Charlottetown, P.E.I.
RATZ, V.....	North Middlesex.....	New Hamburg, Ont.
RILEY, G.....	Victoria, B.C.....	Victoria, B.C....
ROBERTSON, J. E.....	P.E. Island.....	Montague, P.E.I.
Roche, W.....	Halifax.....	Halifax, N.S.
ROSS, J. H.....	Regina.....	Moosejaw, Sask.
ROSS, W.....	Victoria, N.S.....	Halifax, N.S.
ROSS, SIR G. W., Kt.....	Middlesex.....	Toronto, Ont.
SCOTT, (Sir Richard), W., Kt.....	Ottawa.....	Ottawa.
SHEHYN, J.....	Laurentides.....	Quebec.
SULLIVAN, M.....	Kingston.....	Kingston, Ont.
TALBOT, P.....	Lacombe.....	Lacombe, Alta.
TESSLER, JULES.....	De la Durantaye.....	Quebec.
THEBAUDEAU, A. A.....	De la Vallière.....	Montreal.
THOMPSON, F. P.....	Fredericton.....	Fredericton, N.B.
WATSON, R.....	Portage la Prairie.....	Portage la Prairie, Man.
WILSON, J. H.....	Elgin.....	St. Thomas, Ont.
WILSON, J. M.....	Sorel.....	Montreal.
WOOD, J.....	Westmorland.....	Sackville, N.B.
YEO, J.....	East Prince.....	Port Hill, P.E.I.
YOUNG, F. M.....	Killarney.....	Killarney, Man.

LIST OF SENATORS

BY PROVINCES

ONTARIO—24.

SENATORS.	POST OFFICE ADDRESS.
The Honourable	
1 SIR RICHARD WILLIAM SCOTT, Kt.....	Ottawa.
2 DONALD McMILLAN.....	Alexandria.
3 MICHAEL SULLIVAN.....	Kingston.
4 PETER McLAREN.....	Perth.
5 SIR MACKENZIE BOWELL, K.C.M.G.....	Belleville.
6 SIR JOHN CARLING, K.C.M.G.....	London.
7 GEORGE A. COX.....	Toronto.
8 GEORGE McHUGH.....	Lindsay.
9 LYMAN MELVIN JONES.....	Toronto.
10 WILLIAM GIBSON.....	Beamsville.
11 JAMES McMULLEN.....	Mount Forest.
12 FRANCIS T. FROST.....	Smiths Falls.
13 JAMES K. KERR (Speaker).....	Toronto.
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3rd SESSION, 11th PARLIAMENT, 1st GEORGE V.

1910-11

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The Honourable the Speaker of the Senate, Chairman.

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JONES,	THIBAudeau,
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GIBSON,	ROSS (<i>Moosejaw</i>),
LANDRY,	ROY,
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POWER,
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The Honourable Messieurs

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BOYER,
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EDWARDS,

KING,
PRINCE,
TALBOT,
YOUNG.—9.

(Quorum 3.)

IMMIGRATION AND LABOUR.

The Honourable Mr. DAVIS, Chairman.

The Honourable Messieurs

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DANDURAND,
DAVIS,
FROST,

JAFFRAY,
McMULLEN,
RILEY,
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(Quorum 3.)

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The Honourable Messieurs

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DOMVILLE,	ROSS, SIR GEORGE W.,
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The Honourable Mr. DEVEBER, Chairman.

The Honourable Messieurs

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The Honourable Mr. POWER, Chairman.

The Honourable Messieurs

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The Honourable Messieurs

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KIRCHHOFFER,	

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THE JOINT COMMITTEE ON THE RESTAURANT.

The Honourable THE SPEAKER, Chairman.

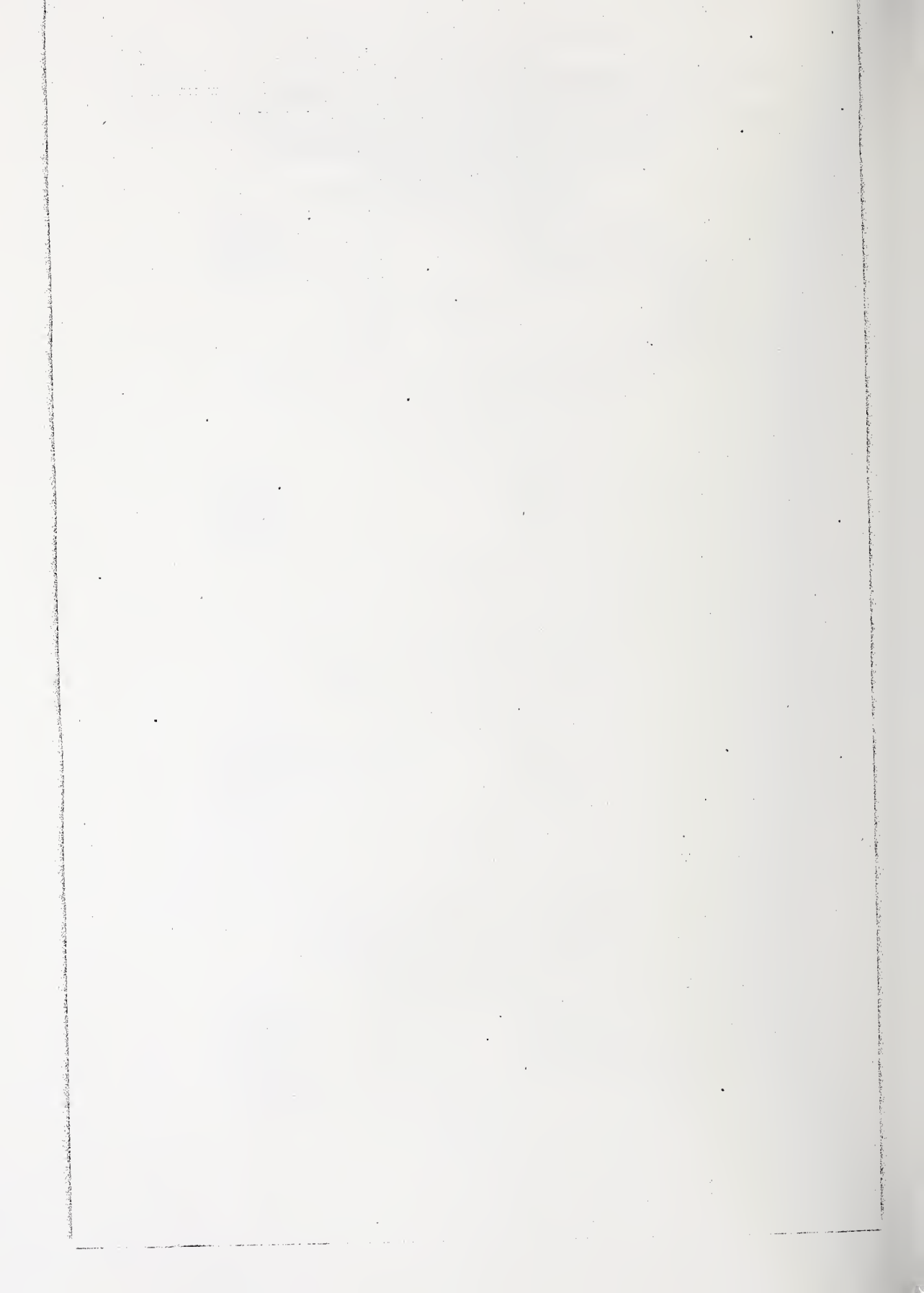
The Honourable Messieurs

SENATE.

HIS HONOUR THE SPEAKER,
CAMPBELL,
LANDRY,
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- No. 19. British Columbia and White River Railway Company Incorporation Act: Petition of C. M. Marpole *et al.*, 126. Read, 130. Reported, 266. Bill brought up and read 1°, 341. Read 2° and referred to Committee on Railways, &c., 352, 353. Reported without amendment, 289. Read 3° and Commons acquainted thereof, 396. Royal Assent, 456. (Chapter 45, 1 George V, 1911.)
- No. 20. Brockville, Westport and Northwestern Railway Company Act: Petition of, 29. Read, 37. Reported, 64. Bill brought up and read 1°, 88. Read 2° and referred to Committee on Railways, &c., 106. Reported without amendment, 121. Read 3° and the Commons acquainted thereof, 132. Royal Assent, 321. (Chapter 47, 1 George V, 1911.)
- No. 21. Brown Relief Act: Petition of, 68. Reported, 151. Adopted, 173, 174. Bill presented and read 1°, 176. Read 2°, 193. Read 3° and sent to Commons for concurrence, 198. Message communicating the evidence, &c., 198. Returned without amendment, 311. Royal Assent, 322. (Chapter 48, 1 George V, 1911.)

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- No. 22. Buffalo, Niagara and Toronto Railway Company Act: Petition of, 55. Read, 68. Reported, 108. Bill brought up and read, 1^o, 140. Read 2^o and referred to Committee on Railways, &c., 155. Reported without amendment, 284. Read 3^o and the Commons acquainted thereof, 306. Royal Assent, 456. (Chapter 94, 1 George V, 1911.)
- No. 23. Burrard, Westminster Boundary Railway and Navigation Company Act: Petition of, 49. Read, 61. Reported, 83. Bill brought up and read 1^o, 88. Read 2^o and referred to Committee on Railways, &c., 111. Reported without amendment, 121. Read 3^o and the Commons acquainted thereof, 128. Royal Assent, 321. (Chapter 50, 1 George V, 1911.)
- No. 24. Campbellford, Lake Ontario and Western Railway Company Act: Petition of, 9. Read, 15. Reported, 64. Bill brought up and read, 1^o, 160. Read 2^o and referred to Committee on Railways, &c., 172. Reported without amendment, 223. Read, 3^o and the Commons acquainted thereof, 232. Royal Assent, 321. (Chapter 51, 1 George V, 1911.)
- No. 25. Canada Cement Company Bill: Petition of, 196. Read, 202. Reported, 266. Bill presented and read 1^o, 276. Read 2^o and referred to Committee on Banking, &c., 307. Reported with amendments, 362. Order of the Day postponed, 387. Amendments agreed to, 393. Read 3^o and sent to Commons for concurrence, 396.
- No. 26. Canada Medical Amendment Act: Bill brought up and read 1^o, 270. Read 2^o and referred to a Committee of the Whole, 285. Order of the Day postponed, 324, 330, 335. Committed and reported without amendment, 341. Read 3^o and the Commons acquainted thereof, 345. Royal Assent, 456. (Chapter 16, 1 George V, 1911.)
- No. 27. Canada National Fire Insurance Company Act: Petition of, 326. Read, 337. Reported, 351. Bill presented and read 1^o, 355. Read 2^o, referred to Committee on Banking, &c., and rules suspended, 364. Reported without amendment, read 3^o and sent to Commons for concurrence, 385. Returned without amendment, 432. Royal Assent, 457. (Chapter 52, 1 George V, 1911.)
- No. 28. Canada West Loan Corporation Incorporation Act: Petition of H. Weston *et al.*, 50. Read, 61. Reported, 65. Bill presented and read 1^o, 204. Read 2^o and referred to Committee on Banking, &c., 220. Reported with amendments, 274. Agreed to, 286. Read 3^o and sent to Commons for concurrence, 306. Returned with amendments, 404. Agreed to, 411. Royal Assent, 457. (Chapter 53, 1 George V, 1911.)
- No. 29. Canadian Baptist Foreign Mission Board Incorporation Act: Petition of C. J. Holmes *et al.*, 60. Read, 68. Reported, 108. Bill presented and read 1^o, 180. Read 2^o and referred to Committee on Private Bills, 195. Reported with amendments, 216. Order of the Day postponed, 233, 259. Amendments agreed to, 270. Read 3^o and sent to Commons for concurrence, 279. Returned with amendments, 347. Agreed to and fees returned, 353. Royal Assent, 456. (Chapter 54, 1 George V, 1911.)
- No. 30. Canadian Inter-Mountain Railway Company Incorporation Act: Petition of J. A. Harvey *et al.*, 46. Read, 51. Reported, 83. Bill presented and read 1^o, 87. Read 2^o and referred to Committee on Railways, &c., 105. Reported with amendments, 143. Order of the Day postponed, 156.

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160. Amendments agreed to, 167. Read 3° and sent to Commons for concurrence, 179. Returned with amendments, 232. Agreed to, 254. Royal Assent, 321. (Chapter 55, 1 George V, 1911.)
- No. 31. Canadian Northern Branch Lines Company Incorporation Act: Petition of G. S. Ruel *et al.*, 23. Read, 37. Reported, 64. Bill brought up and read 1°, 133. Read 2° and referred to Committee on Railways, &c., 147. Reported with amendments, 192. Order of the Day postponed, 201. 208. Amendments agreed to, 214. Read 3° and sent to Commons for concurrence, 220. Returned without amendment, 311. Royal Assent, 322. (Chapter 56, 1 George V, 1911.)
- No. 32. Canadian Northern Ontario Railway Company Act: Petition of, 29. Read, 38. Reported, 64. Bill brought up and read 1°, 140. Read 2° and referred to Committee on Railways, &c., 155. Reported without amendment, 256. Read 3° and the Commons acquainted thereof, 263. Royal Assent, 322. (Chapter 57, 1 George V, 1911.)
- No. 33. Canadian Northern Ontario Railway Aid towards Construction Act: Bill brought up and read 1°, 444. Read 2°, referred to a Committee of the Whole, reported without amendment, read 3° and the Commons acquainted thereof, 447. Royal Assent, 457. (Chapter 6, 1 George V, 1911.)
- No. 34. Canadian Northern Quebec Railway Company Act: Petition of, 23. Read, 37. Reported, 64. Bill brought up and read 1°, 133, 134. Read 2° and referred to Committee on Railways, &c., 147, 148. Reported without amendment, 191. Read 3°, and the Commons acquainted thereof, 196. Royal Assent, 321. (Chapter 58, 1 George V, 1911.)
- No. 35. Canadian Pacific Railway Company Act: Petition of, 9. Read, 14. Reported, 163. Bill brought up and read 1°, 255. Read 2° and referred to Committee on Railways, &c., 263. Reported without amendment, 337. Read 3°, and the Commons acquainted thereof, 344. Royal Assent, 456. (Chapter 59, 1 George V; 1911.)
- No. 36. Canadian Surety Company Incorporation Act: Petition of G. Burn *et al.*, 68. Read, 80. Reported, 108. Bill presented and read 1°, 170. Read 2° and referred to Committee on Banking, &c., 188. Reported with amendments, 209. Agreed to, 221. Read 3° and sent to Commons for concurrence, 227. Returned without amendment, 328. Royal Assent, 456. (Chapter 60, 1 George V, 1911.)
- No. 37. Canadian Western Railway Company Act: Petition of J. S. Hough *et al.*, 49. Read, 61. Reported, 65. Bill brought up and read 1°, 118. Read 2° and referred to Committee on Railways, &c., 128. Reported without amendment, 145. Read 3° and the Commons acquainted thereof, 154. Royal Assent, 321. (Chapter 61, 1 George V, 1911.)
- No. 38. Capital Life Assurance Company of Canada Incorporation Act: Petition of M. O'Brien *et al.*, 74. Read, 86. Reported, . Bill presented and read 1°, 112. Read, 2° and referred to Committee on Banking, &c., 125. Reported without amendment, 136. Read 3° and sent to Commons for concurrence, 153. Returned with amendments, 186. Agreed to and Commons acquainted thereof, 195. Royal Assent, 321. (Chapter 62, 1 George V, 1911.)

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- No. 39. Cariboo, Barkerville and Willow River Railway Company Act: Petition of, 310. Read, 331. Reported, 350. Bill presented and read 1°, 351. Read 2°, referred to Committee on Railways, &c., and rules suspended, 364. Reported with an amendment, rules suspended, amendment agreed to, read 3° and sent to Commons for concurrence, 395. Returned with amendments, 431. Agreed to, 439. Royal Assent, 457. (Chapter 64, 1 George V, 1911.)
- No. 40. Casualty Company of Canada Incorporation Act: Petition of A. L. Eastmure *et al.*, 67. Read, 80. Reported, 83. Bill presented and read 1°, 186, 187. Read, 2° and referred to Committee on Banking, &c., 200. Reported with amendments, 274. Agreed to, 286. Read 3° and sent to Commons for concurrence, 306. Returned with amendments, 428, 429. Agreed to, 438. Royal Assent, 457. (Chapter 63, 1 George V, 1911.)
- No. 41. Certain Clerical Errors in the French Version of the Inland Revenue Act, Correction Act: Bill brought up and read 1°, 370. Read 2° and referred to a Committee of the Whole, 391. Committed and reported without amendment, 398. Read 3° and the Commons acquainted thereof, 401. Royal Assent, 457. (Chapter 13, 1 George V, 1911.)
- No. 42. Chatham, Wallaceburg and Lake Erie Railway Company Act: Petition of, 331. Read, 342. Reported, 350. Bill presented and read 1°, 385. Rules suspended, read 2° and referred to Committee on Railways, &c., 385, 386. Reported with an amendment, 394. Rules suspended, amendments agreed to, read 3° and sent to Commons for concurrence, 395. Returned with amendments, 432. Agreed to, 439. Royal Assent, 457. (Chapter 65, 1 George V, 1911.)
- No. 43. Chinese Immigration Act Amendment Bill: Bill presented and read 1°, 127. Order of the Day postponed, 141. Read 2° and referred to a Committee of the Whole, 148. Order of the Day postponed, 166, 173, 189. Committed and reported without amendment, 206. Read 3° and sent to Commons for concurrence, 219.
- No. 44. Collingwood Southern Railway Company Act: Petition of, 21. Read, 23. Reported, 43. Bill brought up and read 1°, 115. Read 2° and referred to Committee on Railways, &c., 125. Reported without amendment, 168, 169. Read 3° and Commons acquainted thereof, 179. Royal Assent, 321. (Chapter 66, 1 George V, 1911.)
- No. 45. Conduit Company, Limited, Patent Act: Petitions of, 63. Read, 68. Reported, 83. Bill brought up and read 1°, 185. Read, 2° and referred to Committee on Private Bills, 208. Reported with amendments, rules suspended, amendments agreed to, read 3° and sent to Commons for Concurrence, 305. Returned without amendment, 347. Royal Assent, 456. (Chapter 67, 1 George V, 1911.)
- No. 46. Consolidate and amend the Acts relating to the Harbour of Toronto Act: Bill presented and read 1°, 187. Read, 2° and referred to Committee on Railways, &c., 201. Reported with amendments, 300. Rules suspended, amendments agreed to, read 3° and sent to Commons for concurrence, 302. Returned with amendments, 405. Agreed to, 411. Royal Assent, 457. (Chapter 26, 1 George V, 1911.)

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- No. 47. Continental Fire Insurance Company of Canada Incorporation Act: Petition of J. Lecompte *et al.*, 196. Read, 202. Reported, 266. Bill presented and read 1°, 314. Rules suspended, read 2° and referred to Committee on Banking, &c., 314. Reported with amendments, 349. Agreed to, 360. Read 3° and sent to Commons for concurrence, 363. Returned with amendments, 431. Agreed to, 439. Royal Assent, 457. (Chapter 68, 1 George V, 1911.)
- No. 48. Correct a clerical error in the French version of Chapter 142, of the Statutes of 1910, Bill: Bill presented and read 1°, 153. Read 2° and referred to a Committee of the Whole, 166, 167. Committed, reported without amendment, read 3° and sent to Commons for concurrence, 174.
- No. 49. Crittenden Relief Act: Petition of, 37. Reported, 261. Adopted, 285. Bill presented and read 1°, 314. Read 2°, 333. Read 3° and sent to Commons for concurrence, 339. Message communicating the evidence, &c., 339. Returned without amendment, 405. Message returning the evidence, &c., 405, 406. Royal Assent, 457. (Chapter 69, 1 George V, 1911.)
- No. 50. Currie Relief Act: Petition of, 42. Reported, 343. Adopted, 386. Bill presented and read 1°, 393. Read 2°, 401, 402. Read 3° and sent to Commons for concurrence, 409. Message communicating the evidence, &c., 409. Returned without amendment, 455. Message returning the evidence, &c., 455. Royal Assent, 458. (Chapter 70, 1 George V, 1911.)
- No. 51. Dakin Relief Act: Petition of, 46. Reported, 318. Adopted, 335. Bill presented and read 1°, 339. Read 2°, 352. Read 3° and sent to Commons for concurrence, 358. Message communicating the evidence, &c., 358. Returned without amendment, 432. Message returning the evidence, etc., 440. Royal Assent, 457. (Chapter 71, 1 George V, 1911.)
- No. 52. Department of Railways and Canals amendment Act: Bill brought up and read 1°, 404. Read 2° and referred to a Committee of the Whole, 418. Committed, reported without amendment, read 3° and the Commons acquainted thereof, 422, 423. Royal Assent, 457. (Chapter 8, 1 George V, 1911.)
- No. 53. Dominion Atlantic Railway Company Act: Petition of, 41. Read, 50. Reported, 64. Bill brought up and read 1°, 88. Read 2° and referred to Committee on Railways, &c., 105. Reported without amendment, 120. Read 3° and the Commons acquainted thereof, 127. Royal Assent, 321. (Chapter 72, 1 George V, 1911.)
- No. 54. Dominion Lands Act Amendment Bill: Bill presented and read 1°, 28. Order of the Day postponed, 34, 45, 54, 62, 72, 73, 78, 105, 114, 132. Withdrawn, 159.
- No. 55. Doust Relief Bill: Petition of, 55. Reported, 230, 319. Adopted, 335. Bill presented and read 1°, 342. Read 3°, 359. On motion for second reading, six months hoist moved, 363. Referred back to Divorce Committee, 367, 368.
- No. 56. Duties of Customs on Importations from Japan Act: Bill brought up and read 1°, 454. Read, 2°, referred to a Committee of the Whole, reported without amendment, read 3° and the Commons acquainted thereof, 454. Royal Assent, 458. (Chapter 7, 1 George V, 1911.)

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- No. 57. E. B. Eddy Company Act: Petition of, 9. Read, 15. Reported, 43. Bill brought up and read 1°, 115. Read 2° and referred to Committee on Private Bills, 125. Reported without amendment, 136. Read 3° and the Commons acquainted thereof, 153, 154. Royal Assent, 321. (Chapter 73, 1 George V, 1911.)
- No. 58. Emo Relief Act: Petition of, 41. Reported, 91. Adopted, 124. Bill presented and read 1°, 138. Read 2°, 156. Read 3° and sent to Commons for concurrence, 164. Message communicating evidence, &c., 165. Returned without amendment, 205. Message returning evidence, &c., 205. Royal Assent, 321. (Chapter 74, 1 George V, 1911.)
- No. 59. Empire Life Insurance Company of Canada Incorporation Act: Petition of W. J. Tessdall *et al.*, 49. Read, 61. Reported, 85. Bill brought up and read 1°, 89. Read 2° and referred to Committee on Banking, &c., 106. Reported without amendment, 135. Read 3° and Commons acquainted thereof, 145. Royal Assent, 321. (Chapter 75, 1 George V, 1911.)
- No. 60. Fisheries Amendment Act: Bill brought up and read 1°, 404. Read 2° and referred to a Committee of the Whole, 418. Committed and reported without amendment, 433. Read 3° and the Commons acquainted thereof, 437. Royal Assent, 457. (Chapter 9, 1 George V, 1911.)
- No. 61. Forest Reserves and Parks Act: Bill brought up and read 1°, 453. Read 2°, referred to a Committee of the Whole, reported without amendment, read 3° and the Commons acquainted thereof, 453. Royal Assent, 458. (Chapter 10, 1 George V, 1911.)
- No. 62. Freeman Relief Act: Petition of, 42. Reported, 149. Adopted, 173. Bill presented and read 1°, 177. Read 2°, 194. Read 3° and sent to Commons for concurrence, 199. Message communicating the evidence, &c., 199. Returned without amendment, 311. Royal Assent, 322. (Chapter 76, 1 George V, 1911.)
- No. 63. Georgian Bay and Seaboard Railway Company Act: Petition of, 9. Read, 15. Reported, 64. Bill brought up and read 1°, 116. Read 2° and referred to Committee on Railways, &c., 125. Reported without amendment, 144. Read, 3° and the Commons acquainted thereof, 154. Royal Assent, 321. (Chapter 77, 1 George V, 1911.)
- No. 64. Globe Printing Company Act: Petition of, 82. Read, 86. Reported, 108. Bill presented and read 1°, 110. Read 2° and referred to Committee on Private Bills, 119. Reported without amendment, 136. Read 3° and sent to Commons for concurrence, 145. Returned with an amendment and agreed to, 206. Royal Assent, 321. (Chapter 78, 1 George V, 1911.)
- No. 65. Goldsmith Thermit Company Patent Act: Petition of, 68. Read, 80. Reported, 138. Bill presented and read 1°, 145. Read 2° and referred to Committee on Private Bills, 159. Reported with amendments, 304. Rules suspended, amendments agreed to, read 3° and sent to Commons for concurrence, 305. Returned without amendment, 347. Royal Assent, 456. (Chapter 79, 1 George V, 1911.)
- No. 66. Government of Canada to acquire by lease a certain line of Railway in the Province of New Brunswick Act: Bill brought up and read 1°, 404.

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- Order of the Day postponed, 417. Read 2° and referred to a Committee of the Whole, 433. Committed, 437, 438. Again committed and reported without amendment, 444. Read 3° and the Commons acquainted thereof, 446. Royal Assent, 457. (Chapter 11, 1 George V, 1911.)
- No. 67. Grain Act Bill: Bill presented and read 1°, 114. Order of the Day postponed, 132. Debated, 146. Order of the Day postponed, 166. Read 2° and referred to a Committee of the Whole, 171. Committed, 187. Again committed, 192. Order of the Day postponed, 207. Again committed, 213. Certain sections referred to a Special Committee, 213. Order of the Day postponed, 253, 269, 285. Reported with amendments, 312. Second Report, 312. Order of the Day postponed, 323, 330, 333. Again committed, 345. Reports of Special Committee referred to Committee of the Whole, 346. Again committed, 346. Again committed, 359, 360. Again committed, 368, 369. Again committed, 386. Again committed, reported with amendments and agreed to, 391, 392. Read 3° and sent to Commons for concurrence, 396. Motion to reconsider former proceedings, and to be rescinded, 399. Placed upon the Orders of the Day for third reading and further amended, read 3° and sent to Commons for concurrence, 400.
- No. 68. Grain Growers' Grain Company, Limited, Incorporation Act: Petition of T. A. Cerar *et al.*, 41. Read, 50. Reported, 83. Bill presented and read 1°, 85. Read 2° and referred to Committee on Banking, &c., 93. Reported with amendments, 289. Agreed to, read 3° and sent to Commons for concurrence, 308, 309. Returned with amendments, 428. Order of the Day postponed, 438. Amendments agreed to, 446. Royal Assent, 457. (Chapter 80, 1 George V, 1911.)
- No. 69. Grand Trunk Railway Company of Canada Act: Petition of, 41. Read, 50. Reported, 64. Bill brought up and read 1°, 117. Read 2° and referred to Committee on Railways, &c., 128. Reported without amendment, 144. Read 3° and the Commons acquainted thereof, 154. Royal Assent, 321. (Chapter 81, 1 George V, 1911.)
- No. 70. Grand Trunk Railway Company of Canada Amendment Act of present Session: Petition of, 426. Rules suspended and read, 426. Reported, 435. Bill presented and read 1° 435. Rules suspended, read 2°, read 3° and sent to Commons for concurrence, 435. Returned without amendment, 448. Royal Assent, 457. (Chapter 82, 1 George V, 1911.)
- No. 71. Grand Trunk Pacific Branch Lines Company Act: Petition of, 33. Read, 38. Reported, 83. Bill brought up and read 1°, 118. Read 2° and referred to Committee on Railways, &c., 128. Reported with an amendment, 169. Agreed to, 179. Read 3° and returned to Commons for concurrence, 187. Returned without amendment, 311. Royal Assent, 322. (Chapter 83, 1 George V, 1911.)
- No. 72. Grant Relief Act: Petition of, 55. Reported, 150. Adopted, 173. Bill presented and read 1°, 176. Read 2°, 193. Read 3° and sent to Commons for concurrence, 197. Message communicating the evidence, &c., 197. Returned without amendment, 311. Royal Assent, 322. (Chapter 84, 1 George V, 1911.)
- No. 73. Grantham Relief Act: Petition of, 50. Reported, 326. Adopted, 351, 352. Bill presented and read 1°, 354. Read 2°, 364. Order of the Day

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- postponed, 368. Read 3° and sent to Commons for concurrence, 386. Message communicating the evidence, &c., 386. Returned without amendment, 432. Message returning the evidence, &c., 440. Royal Assent, 457. (Chapter 85, 1 George V, 1911.)
- No. 74. Guardian Accident and Guarantee Company Incorporation Act: Petition of K. Blackwell *et al.*, 37. Read, 47. Reported, 64. Bill presented and read 1°, 69. Read 2° and referred to Committee on Banking, &c., 81. Reported with an amendment, 90. Amendment agreed to, 106. Read 3° and sent to Commons for concurrence, 114. Returned without amendment, 167. Royal Assent, 321. (Chapter 86, 1 George V, 1911.)
- No. 75. Guelph and Goderich Railway Company Act: Petition of, 9. Read, 15. Reported, 43. Bill brought up and read 1°, 62. Read 2° and referred to Committee on Railways, &c., 73. Reported without amendment, 95. Read 3° and Commons acquainted thereof, 110. Royal Assent, 321. (Chapter 87, 1 George V, 1911.)
- No. 76. Hamilton Relief Bill: Petition of, 55. Reported, 267. Debated, 333, 386. Motion for adoption of Report negatived on a division, 409, 410.
- No. 77. Hamilton Provident and Loan Society Act: Petition of, 36. Read, 46. Reported, 83. Bill presented and read 1°, 104. Read 2° and referred to Committee on Banking, &c., 114. Reported with amendments, 288, 289. Agreed to, rules suspended, read 3° and sent to Commons for concurrence, 308. Returned with amendments, 370, 371. Agreed to, 391. Royal Assent, 456. (Chapter 88, 1 George V, 1911.)
- No. 78. Hamilton, Waterloo and Guelph Railway Company Act: Petition of, 41. Read, 50. Reported, 138. Bill presented and read 1°, 158. Read 2° and referred to Committee on Railways, &c., 172. Reported without amendment, 217. Read 3° and sent to Commons for concurrence, 226. Returned without amendment, 311. Royal Assent, 322. (Chapter 89, 1 George V, 1911.)
- No. 79. Healy Relief Act: Petition of, 49. Reported, 318. Adopted, 335. Bill presented and read 1°, 342. Read 2°, 363. Read 3° and sent to Commons for concurrence, 368. Message communicating the evidence, &c., 368. Returned without amendment, 432. Message returning the evidence, &c., 440. Royal Assent, 457. (Chapter 90, 1 George V, 1911.)
- No. 80. High River, Saskatchewan and Hudson Bay Railway Company Bill: Petition of H. W. Sheppard *et al.*, 130. Read, 158. Reported, 265. Bill presented and read 1°, 294. Read 2° and referred to Committee on Railways, &c., 330. Reported with amendments. Agreed to, rules suspended, read 3° and sent to Commons for concurrence, 397.
- No. 81. Hornell Relief Act: Petition of, 11. Reported, 152. Adopted, 174. Bill presented and read 1°, 190. Read 2°, 206, 207. Read, 3°, 211. Message communicating the evidence, &c., 212. Returned without amendment, 311. Royal Assent, 322. (Chapter 91, 1 George V, 1911.)
- No. 82. Hours of Labour on Public Works Bill: Bill brought up and read 1°, 148. Order of the Day postponed, 165, 188, 213, 233. Debated, 259, 270, 281, 288, 330, 335, 346, 354. Six months hoist moved, 354. Read 2°, 360. Motion for a Special Committee, 360, 369. Amendment adding names, 390, 391. First Report reducing quorum, 443. Adopted, 447.

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- No. 83. Hudson Bay Mortgage Corporation Incorporation Act: Petition of J. A. Sheppard *et al.*, 50. Read, 61. Reported, 65. Bill brought up and read 1°, 181. Read 2° and referred to Committee on Banking, &c., 195. Reported with amendments, 209, 210. Order of the Day postponed, 221. Amendment referred back to Committee, 233, 234. Again reported with amendments, 288. Agreed to, 307. Rules suspended, read 3° and returned to Commons for concurrence, 308. Returned without amendment, 347. Royal Assent, 456. (Chapter 92, 1 George V, 1911.)
- No. 84. Hudson Bay, Peace River and Pacific Railway Company Incorporation Act: Petition of J. Nairn *et al.*, 60. Read, 68. Reported, 163. Bill presented and read 1°, 186. Read, 2° and referred to Committee on Railways, &c., 200. Reported with amendments, 295. Rules suspended, amendments agreed to, read 3° and sent to Commons for concurrence, 295. Returned with amendments, 427. Agreed to, 438. Royal Assent, 457. (Chapter 93, 1 George V, 1911.)
- No. 85. Huron and Ontario Railway Company Act: Petition of, 67. Read, 80. Reported, 108. Bill brought up and read 1°, 185. Read 2° and referred to Committee on Railways, &c., 200. Reported without amendment, 283. Read 3° and the Commons acquainted thereof, 305, 306. Royal Assent, 456. (Chapter 94, 1 George V, 1911.)
- No. 86. Immigration Amendment Act: Bill brought up and read 1°, 105. Order of the Day postponed, 115. Read 2° and referred to a Committee of the Whole, 119. Committed and reported without amendment, 141. Read 3° and the Commons acquainted thereof, 146. Royal Assent, 321. (Chapter 12, 1 George V, 1911.)
- No. 87. Imperial Steamship Company Incorporation Act: Bill brought up and read 1°, 186. Read 2° and referred to Committee on Railways, &c., 200. Reported with amendments, rules suspended, amendments agreed to, read 3° and sent to Commons for concurrence, 297. Returned without amendment, 347. Royal Assent, 456. (Chapter 95, 1 George V, 1911.)
- No. 88. Imperial Traction Company Incorporation Act: Petition of L. B. Howland *et al.*, 37. Read, 47. Reported, 153. Bill brought up and read 1°, 211. Placed upon the Orders of the Day, 221. Read 2° and referred to Committee on Railways, &c., 234. Reported with amendments, 390. Amendments agreed to, rules suspended, read 3° and returned to Commons for concurrence, 397. Returned without amendment, 411. Royal Assent, 457. (Chapter 96, 1 George V, 1911.)
- N. 89. Indian Amendment Act: Bill brought up and read 1°, 411. Read 2° and referred to a Committee of the Whole, 421. Committed and reported without amendment, 433. Read 3° and the Commons acquainted thereof, 437. Royal Assent, 457. (Chapter 14, 1 George V, 1911.)
- No. 90. Indian River Railway Company Act: Petition of, 36. Read, 47. Reported, 64. Bill brought up and read 1°, 134. Read 2° and referred to Committee on Railways, &c., 148. Reported without amendment, 218. Read 3° and the Commons acquainted thereof, 226, 227. Royal Assent, 321. (Chapter 97, 1 George V, 1911.)
- No. 91. Inspection and Sale Amendment Act: Bill brought up and read 1°, 58. Read 2° and referred to Committee of the Whole, 65, 66. Order of the

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- Day postponed, 73. Committed, reported with an amendment and agreed to, 78. Read 3° and sent to Commons for concurrence, 88. Returned without amendment, 186. Royal Assent, 321. (Chapter 15, 1 George V, 1911.)
- No. 92. Inspection and Sale Amendments, as regards the weights of a bushel and a bag of certain articles, Bill: Bill presented and read 1°, 187. Order of the Day postponed, 201. Read 2° and referred to a Committee of the Whole, 207. Order of the Day postponed, 220. Committed and reported without amendment, 227. Read 3° and sent to Commons for concurrence, 233.
- No. 93. Inspection and Sale of Seeds Amendment Act: Bill brought up and read 1°, 393. Read 2° and referred to a Committee of the Whole, 402. Committed, 410. Order of the Day postponed, 418. Committed and reported without amendment, 423. Read 3° and the Commons acquainted thereof, 433. Royal Assent, 457. (Chapter 23, 1 George V, 1911.)
- No. 94. Interest Amendment Act: Bill brought up and read 1°, 62. Read 2° and referred to Committee on Banking, &c., 73. Reported against, 420. Adopted, 433.
- No. 95. International Railway Company and International Traction Railways Act: Petitions of, 36. Read, 46. Reported, 138. Bill brought up and read 1°, 160. Read 2° and referred to Committee on Railways, &c., 172. Reported with amendments, 225. Order of the Day postponed, 235. Amendments agreed to with the exception of the last one, 255. Read 3° and returned to Commons for concurrence, 258. Returned without amendment, 271. Royal Assent, 456. (Chapter 98, 1 George V, 1911.)
- No. 96. Johnston Relief Act: Petition of, 41, 55: Reported, 122. Adopted, 166. Bill presented and read 1°, 177. Read 2°, 193. Read 3° and sent to Commons for concurrence, &c., 198. Message communicating the evidence, &c., 198. Returned without amendment, 311. Royal Assent, 322. (Chapter 99, 1 George V, 1911.)
- No. 97. Joliette and Lake Manuan Colonization Railway Company Act: Petition of, 68. Read, 80. Reported, 211. Bill presented and read 1°, 268. Read 2° and referred to Committee on Railways, &c., 306. Reported without amendment, 337. Read 3° and sent to Commons for concurrence, 344. Returned without amendment, 432. Royal Assent, 457. (Chapter 100, 1 George V, 1911.)
- No. 98. Judges Amendment Act Bill: Bill presented and read 1°, 56. Point of Order raised on the motion for second reading, 78, 79.
- No. 99. Juvenile Delinquents Act, 1908, Amendment Bill: Bill presented and read 1°, 315. Read 2° and referred to a Committee of the Whole, 334. Order of the Day postponed, 346. Committed, reported with an amendment, rules suspended and amendment agreed to, 353, 354. Read 3° and sent to Commons for concurrence, 359.
- No. 100. Kettle River Valley Railway Company Change of Name Act: Petition of, 41. Read, 50. Reported, 107. Bill brought up and read 1°, 89. Read 2° and referred to Committee on Railways, &c., 111. Reported with amendments, 169. Agreed to, 180. Read 3° and returned to Commons

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- No. 101. Kirkland Relief Act: Petition of, 37. Reported, 215. Adopted, 259. Bill presented and read read 1°, 264. Read 2°, 280. Read 3° and sent to Commons for concurrence, 284. Message communicating the evidence, &c., 284. Returned without amendment, 405. Message returning the evidence, &c., 406. Royal Assent, 457. (Chapter 102, 1 George V, 1911.)
- No. 102. Kootenay and Arrowhead Railway Company Act: Petition of, 9. Read, 14. Reported, 42. Bill brought up and read 1°, 62. Read 2° and referred to Committee on Railways, &c., 73. Reported without amendment, 95. Read 3° and Commons acquainted thereof, 110. Royal Assent, 321. (Chapter 103, 1 George V, 1911.)
- No. 103. Lachine, Jacques Cartier and Maisonneuve Railway Company Act: Petition of 46. Read, 50. Reported, 138. Bill brought up and read 1°, 115. Order of the Day postponed, 132. Read 2° and referred to Committee on Railways, &c., 146. Reported with amendments, 169, 170. Order of the Day postponed, 188, 213, 258, 259. Further amended and agreed to, 284, 285. Read 3° and returned to Commons for concurrence, 306. Returned without amendment, 311. Royal Assent, 322. (Chapter 104, 1 George V, 1911.)
- No. 104. Lake Champlain and St. Lawrence Ship Canal Company Act: Petition of, . Read, 68. Reported, 83. Bill brought up and read 1°, 129. Read 2° and referred to Committee on Railways, &c., 141. Reported with amendments, 191. Order of the Day postponed, 201, 207. Amendments agreed to, 214. Read 3° and sent to Commons for concurrence, 220. Returned without amendment, 311. Royal Assent, 322. (Chapter 105, 1 George V, 1911.)
- No. 105. Lake Erie and Northern Railway Company Incorporation Act: Petition of J. Muir *et al*, 60. Read, 68. Reported, 163. Bill brought up and read 1°, 186. Read 2° and referred to Committee on Railways, &c., 200. Reported without amendment, 283. Read 3° and the Commons acquainted thereof, 305. Royal Assent, 456. (Chapter 106, 1 George V, 1911.)
- No. 106. Logan Relief Act: Petition of, 55. Reported, 203. Adopted, 252. Bill presented and read 1°, 276. Read 2°, 307. Read 3° and sent to Commons for concurrence, 323. Message communicating the evidence, &c., 323. Returned without amendment, 347. Message returning evidence, &c., 348. Royal Assent, 456. (Chapter 107, 1 George V, 1911.)
- No. 107. London and North Western Railway Company of Canada Act: Petition of D. A. Stewart *et al*, 11. Read, 21. Reported, 43. Bill brought up and read 1°, 88. Read 2° and referred to Committee on Railways, &c., 105. Reported without amendment, 121. Title amended, read 3° and sent to Commons for concurrence, 159. Former proceedings rescinded, 163. Amended, read 3° and sent to Commons for concurrence, 171. Returned without amendment, 191. Royal Assent, 321. (Chapter 108, 1 George V, 1911.)

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- No. 108. Manitoba and North Western Railway Company of Canada Act: Petition of, 9. Read, 15. Reported, 64. Bill brought up and read 1°, 72. Read 2° and referred to Committee on Railways, &c., 81. Reported with an amendment, 95. Agreed to, 111. Read 3° and sent to Commons for concurrence, 114. Returned without amendment, 133. Royal Assent, 321. (Chapter 109, 1 George V, 1911.)
- No. 109. Manitoba Radial Railway Company Act: Petition of A. Wagner *et al*, 79. Read, 86. Reported, 108. Bill presented and read 1°, 158. Read 2° and referred to Committee on Railways, &c., 172. Reported without amendment, 217. Read 3° and sent to Commons for concurrence, 226. Returned without amendment, 311. Royal Assent, 322. (Chapter 110, 1 George V, 1911.)
- No. 110. Manitoulin and North Shore Railway Company, change of name Act: Petition of, 67, 190. Read, 80, 202. Reported, 164. Bill presented and read 1°, 186. Read 2° and referred to Committee on Railways, &c., 200. Reported with an amendment, 256. Agreed to, 264. Read 3° and sent to Commons for concurrence, 269. Returned with an amendment, 328. Agreed to, 335. Royal Assent, 456. (Chapter 111, 1 George V, 1911.)
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- No. 112. McClary Manufacturing Company Act: Petition of, 29. Read, 37. Reported, 64. Bill brought up and read 1°, 133. Read 2° and referred to Committee on Private Bills, 149. Reported with amendments, rules suspended, amendments agreed to, read 3° and returned to Commons for concurrence, 304. Returned with an amendment, 376. Agreed to, 387. Royal Assent, 456. Chapter 113, 1 George V, 1911.)
- No. 113. Meyer Relief Act: Petition of, 41. Reported, 175. Adopted, 189. Bill presented and read 1°, 190. Read 2°, 207. Read 3°, 212. Message communicating the evidence, &c., 212. Returned without amendment, 311. Royal Assent, 322. (Chapter 114, 1 George V, 1911.)
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- No. 117. Munderloh and Company, Limited, Patent Act: Petition of, 157. Read, 183. Reported, 283. Bill presented and read 1°, 347. Read 2° and referred to Committee on Private Bills, 359. Reported without amendment, 389. Read 3° and sent to Commons for concurrence, 396. Returned without amendment, 432. Royal Assent, 457. (Chapter 117, 1 George V, 1911.)
- No. 118. National Battlefields at Quebec Act: Bill brought up and read 1°, 453. Read 2°, referred to a Committee of the Whole, reported without amendment, read 3°, and the Commons acquainted thereof, 453, 454. Royal Assent, 458. (Chapter 5, 1 George V, 1911.)
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- No. 121. Nipigon-Albany Canal and Transportation Company Bill: Petition of G. A. Graham *et al.*, 42. Read, 50. Reported, 265. Bill presented and read 1°, 284. Read 2° and referred to Committee on Railways, &c., 323.
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- No. 126. Ontario Northern and Timagami Railway Company Act: Petition of, 37. Read, 47. Reported, 82. Bill presented and read 1°, 69. Read 2° and referred to Committee on Railways, &c., 80. Reported with amendments, 121. Order of the Day postponed, 133. First and last amendments stricken out and adopted, 147. Read 3° and sent to Commons for concurrence, 155. Returned without amendment, 205. Royal Assent, 321. (Chapter 123, 1 George V, 1911.)
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- No. 128. Orford Mountain Railway Company Act: Petition of, 11. Read, 21. Reported, 82. Bill brought up and read 1°, 134. Read 2° and referred to Committee on Railways, &c., 148. Reported without amendment, 223. Read 3° and the Commons acquainted thereof, 232. Royal Assent, 321. (Chapter 124, 1 George V, 1911.)
- No. 129. Ottawa, Northern and Western Railway Company Act: Petition of, 42. Read, 50. Reported, 64. Bill brought up and read 1°, 88. Read 2° and referred to Committee on Railways, &c., 105. Reported without amendment, 120. Read 3° and the Commons acquainted thereof, 127. Royal Assent, 321. (Chapter 125, 1 George V, 1911.)
- No. 130. Pacific and Hudson Bay Railway Company Incorporation Act: Petition of W. D. Verschoyle *et al.*, 68. Read, 80. Reported, 164. Bill presented and read 1°, 187. Read 2° and referred to Committee on Railways, &c., 200. Reported with amendments, rules suspended, read 3° and sent to Commons for concurrence, 296, 297. Returned without amendment, 372. Royal Assent, 456. (Chapter 126, 1 George V, 1911.)
- No. 131. Pacific Northern and Omineca Railway Company Act: Petition of, 37. Read, 47. Reported, 83. Bill presented and read 1°, 104. Read 2° and referred to Committee on Railways, &c., 115. Reported without amendment, 144. Read 3° and sent to Commons for concurrence, 154. Returned without amendment, 205. Royal Assent, 321. (Chapter 128, 1 George V, 1911.)
- No. 132. Pacific and Peace River Railway Company Incorporation Act: Petition of V. Pujebet *et al.*, 46. Read, 51. Reported, 83. Bill brought up and read 1°, 181. Read 2° and referred to Committee on Railways, &c., 195. Reported with amendments, 260. Agreed to, 270. Further amended, 280. Read 3° and returned to Commons for concurrence, 280. Returned without amendment, 329. Royal Assent, 456. (Chapter 127, 1 George V, 1911.)
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- No. 136. Pontiac Central Railway Company Act: Petition of, 29. Read, 38. Reported, 83. Bill brought up and read 1°, 118. Read 2° and referred to Committee on Railways, &c., 128. Reported without amendment, 144. Read 3° and the Commons acquainted thereof, 154. Royal Assent, 321. (Chap. 130, 1 George V, 1911.)
- No. 137. Post Office Amendment Act: Bill brought up and read 1°, 370. Read 2° and referred to a Committee of the Whole, 391. Committed and reported without amendment, 398. Read 3° and the Commons acquainted thereof, 401. Royal Assent, 456. (Chapter 19, 1 George V, 1911.)
- No. 138. Post Office Amendment Act: Bil brought up and read 1°, 455. Read 2°, read 3° and the Commons acquainted thereof, 455, 456. Royal Assent, 458. (Chapter 20, 1 George V, 1911.)
- No. 139. Quebec, Montreal and Southern Railway Company Act: Petition of, 36. Read, 47. Reported, 107. Bill presented and read 1°, 109. Order of the Day postponed, 119. Read 2° and referred to Committee on Railways, &c., 125. Reported without amendment, 144. Read 3° and sent to Commons for concurrence, 154. Returned without amendment, 205. Royal Assent, 321. (Chapter 132, 1 George V, 1911.)
- No. 140. Quebec and Great North Western Railway Company Bill: Petition of Rodolphe Chevrier *et al.*, 56. Read, 68. Reported, 210. Bill presented and read 1°, 263. Read 2° and referred to Committee on Railways, &c., 280. Reported with amendments, 357. Agreed to, 365. Read 3° and sent to Commons for concurrence, 368.
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- No. 142. Quebec Savings Bank Amendment Act: Bill brought up and read 1°, 448. Read 2°, referred to a Committee of the Whole, reported without amendment, read 3° and the Commons acquainted thereof, 452. Royal Assent, 458. (Chapter 21, 1 George V, 1911.)

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- No. 144. Railway Act Amendment Bill: (4.) Bill brought up and read 1°, 185. Placed upon the Orders of the Day, 196. Motion for second reading negatived, 208. Again placed upon the Orders of the Day, 252. Read 2° and referred to Committee on Railways, &c., 259. Report requesting leave to employ a shorthand reporter, &c., 282. Reported preamble not proven, &c., 361, 362. Order of the Day postponed, 387, 392. Motion in amendment to adoption of Report, 417, 437.
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- No. 148. Revillon Frères Trading Company, Limited Bill: Petition of V. Revillon *et al*, 94. Read, 112. Reported, 138. Bill presented and read 1°, 141. Order of the Day postponed, 156, 160. Read 2° and referred to Committee on Banking, &c., 167. Reported with amendments, 251. Agreed to, 259. Read 3° and sent to Commons for concurrence, 263.
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- No. 151. Sadler Relief Act: Petition of, 21. Reported, 137. Adopted, 171, 172. Bill presented and read 1°, 176. Read 2°, 193. Read 3° and sent to Commons for concurrence, 196. Message communicating the evidence, &c., 196. Returned without amendment, 311. Royal Assent, 322. (Chapter 136, 1 George V, 1911.)

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- No. 155. Sauvegarde Life Insurance Company Act: Petition of, 202. Read, 215. Reported, 350. Bill presented and read 1°, 351. Rules suspended, read 2° and referred to Committee on Banking, &c., 351. Reported without amendment, Rules suspended, read 3° and sent to Commons for concurrence, 362. Returned with amendments, 429. Agreed to, 439. Royal Assent, 457. (Chapter 139, 1 George V, 1911.)
- No. 156. Simcoe, Grey and Bruce Railway Company Incorporation Act: Petition of A. G. Mackay *et al*, 60. Read, 68. Reported, 108. Bill brought up and read 1°, 140. Read 2° and referred to Committee on Railways, &c., 155. Reported with an amendment, 218. Agreed to, 227. Read 3° and sent to Commons for concurrence, 232, 233. Returned without amendment, 271. Royal Assent, 456. (Chapter 140, 1 George V, 1911.)
- No. 157. Songhees Indian Reserve Act: Bill brought up and read 1°, 360. Order of the Day postponed, 369. Read, 2° and referred to a Committee of the Whole, 391. Committed and reported without amendment, 398. Read 3° and the Commons acquainted thereof, 401. Royal Assent, 456. (Chapter 24, 1 George V, 1911.)
- No. 158. Southern Central Pacific Railway Company Act: Petition of, 42. Read, 50. Reported, 64. Bill brought up and read 1°, 160. Read 2° and referred to Committee on Railways, &c., 172. Reported without amendment, 223. Read 3° and the Commons acquainted thereof, 232. Royal Assent, 321. (Chapter 141, 1 George V, 1911.)
- No. 159. South Ontario Pacific Railway Company Act: Petition of, 9. Read, 15. Reported, 64. Bill brought up and read 1°, 62. Placed upon the Order of the Day, 65. Read 2° and referred to Committee on Railways, &c., 78. Reported without amendment, 94. Read 3° and Commons acquainted thereof, 110. Royal Assent, 321. (Chapter 142, 1 George V, 1911.)
- No. 160. Stapleton Relief Act: Petition of, 36. Reported, 123. Debated, 146. Six months' hoist moved, negatived, report adopted, 165. Bill presented and read 1°, 177. Read 2°, 194. Read 3° and sent to Commons for

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- No. 162. Sterling Trusts Corporation Incorporation Act: Petition of A. H. Tasker *et al.*, 29. Read, 37. Reported, 43. Bill brought up and read 1°, 191. Read 2° and referred to Committee on Banking, &c., 207. Reported with amendments, 273. Agreed to, 286. Read, 3° and returned to Commons for concurrence, 306. Returned without amendment, 329. Royal Assent, 456. (Chapter 144, 1 George V, 1911.)
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- No. 166. Sutherland Relief Bill: Petition of, 49. Reported, 367. Adopted, 397. Bill presented and read 1°, 399. Order of the Day postponed, 417. Read 2°, 421. Rules suspended, read 3° and sent to Commons for concurrence, 421. Message communicating the evidence, &c., 421.
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- No. 168. Trussed Concrete Steel Company of Canada, Limited, Patent Relief Act: Petition of, 149. Read, 158. Reported, 283. Bill presented and read 1°, 284. Read 2° and referred to Committee on Private Bills, 323. reported without amendment, 349. Read 3° and sent to Commons for concurrence, 358. Returned without amendment, 432. Royal Assent, 457. (Chapter 146, 1 George V, 1911.)
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- No. 174. Western Canal Company Incorporation Act: Petition of G. A. Graham *et al.*, 60. Read, 68. Reported, 108. Bill presented and read 1°, 187. Order of the Day postponed, 201. Read 2° and referred to Committee on Railways, &c., 214. Reported with amendments, 338. Order of the Day postponed, 347. Amendments agreed to, 354. Read 3° and sent to Commons for concurrence, 359. Returned with amendments, 430. Agreed to, 439. Royal Assent, 457. (Chapter 149, 1 George V, 1911.)
- No. 175. Western Central Railway Company Act: Petition of, 42. Read, 50. Reported, 64. Bill brought up and read 1°, 270. Read 2° and referred to Committee on Railways, &c., 285, 286. Reported with an amendment, 338. Rules suspended and amendment agreed to, 338. Read, 3° and returned to Commons for concurrence, 344. Returned without amendment, 372. Royal Assent, 456. (Chapter 150, 1 George V, 1911.)

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APPENDICES
TO THE
FORTY-SIXTH VOLUME
OF THE
JOURNALS OF THE SENATE OF CANADA
THIRD SESSION OF THE ELEVENTH PARLIAMENT
1910-11

PRINTED BY ORDER OF PARLIAMENT.



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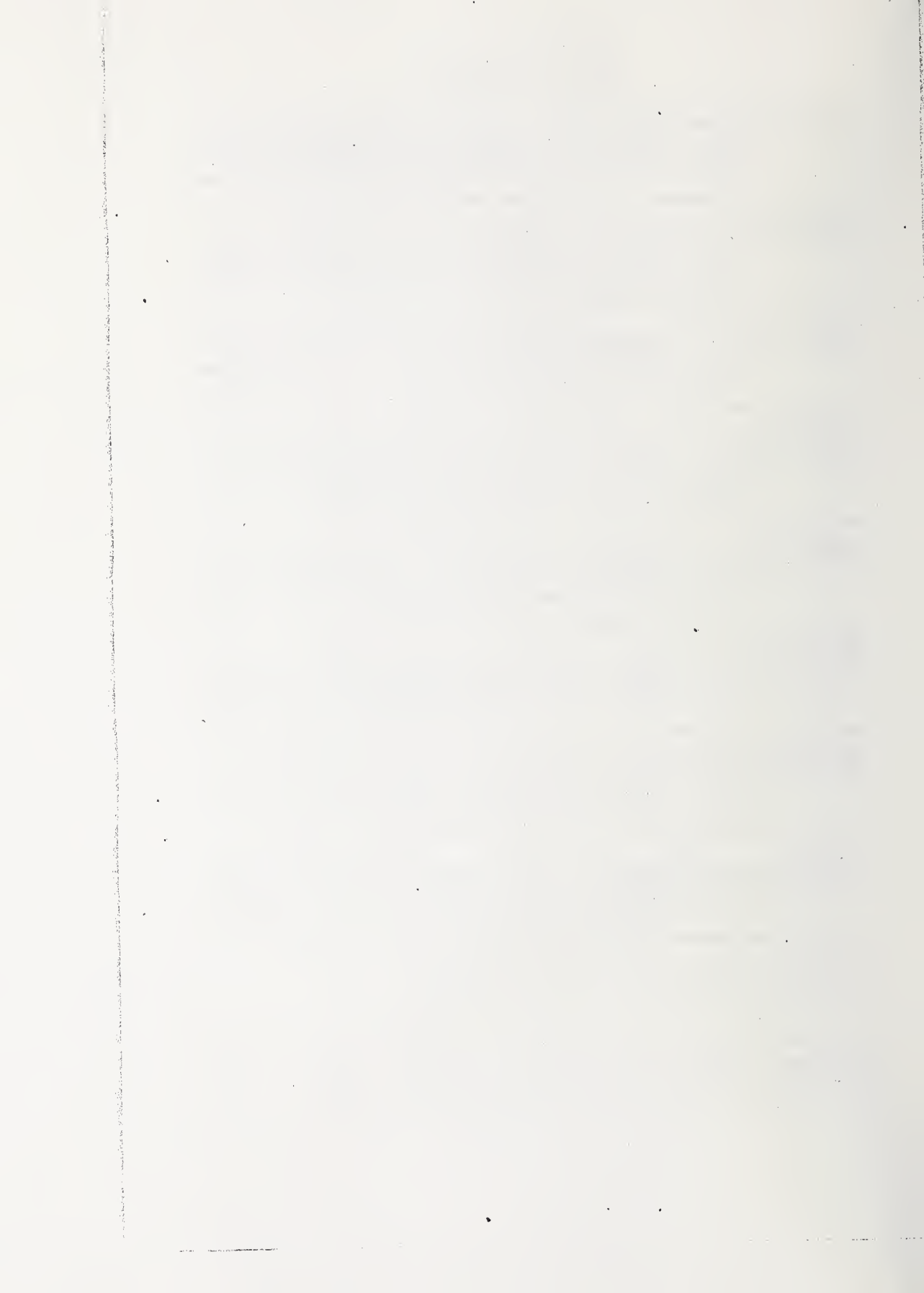
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- No. 2.—Evidence of Witnesses and Vouchers adduced before the Standing Committee on Divorce on the Petition of Matilda Emo for Divorce. *(Printed for the use of Senators and Members of the House of Commons only, in accordance with Rule 135 of the Senate.)*
- No. 3.—Evidence of Witnesses and Vouchers adduced before the Standing Committee on Divorce on the Petition of Cecil Ernest Freeman for Divorce. *(Printed for the use of Senators and Members of the House of Commons only, in accordance with Rule 135 of the Senate.)*
- No. 4.—Evidence of Witnesses and Vouchers adduced before the Standing Committee on Divorce on the Petition of Gertrude Maud Grant for Divorce. *(Printed for the use of Senators and Members of the House of Commons only, in accordance with Rule 135 of the Senate.)*
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THE SENATE

BILL (Q) "AN ACT RESPECTING GRAIN"

MINUTES OF PROCEEDINGS

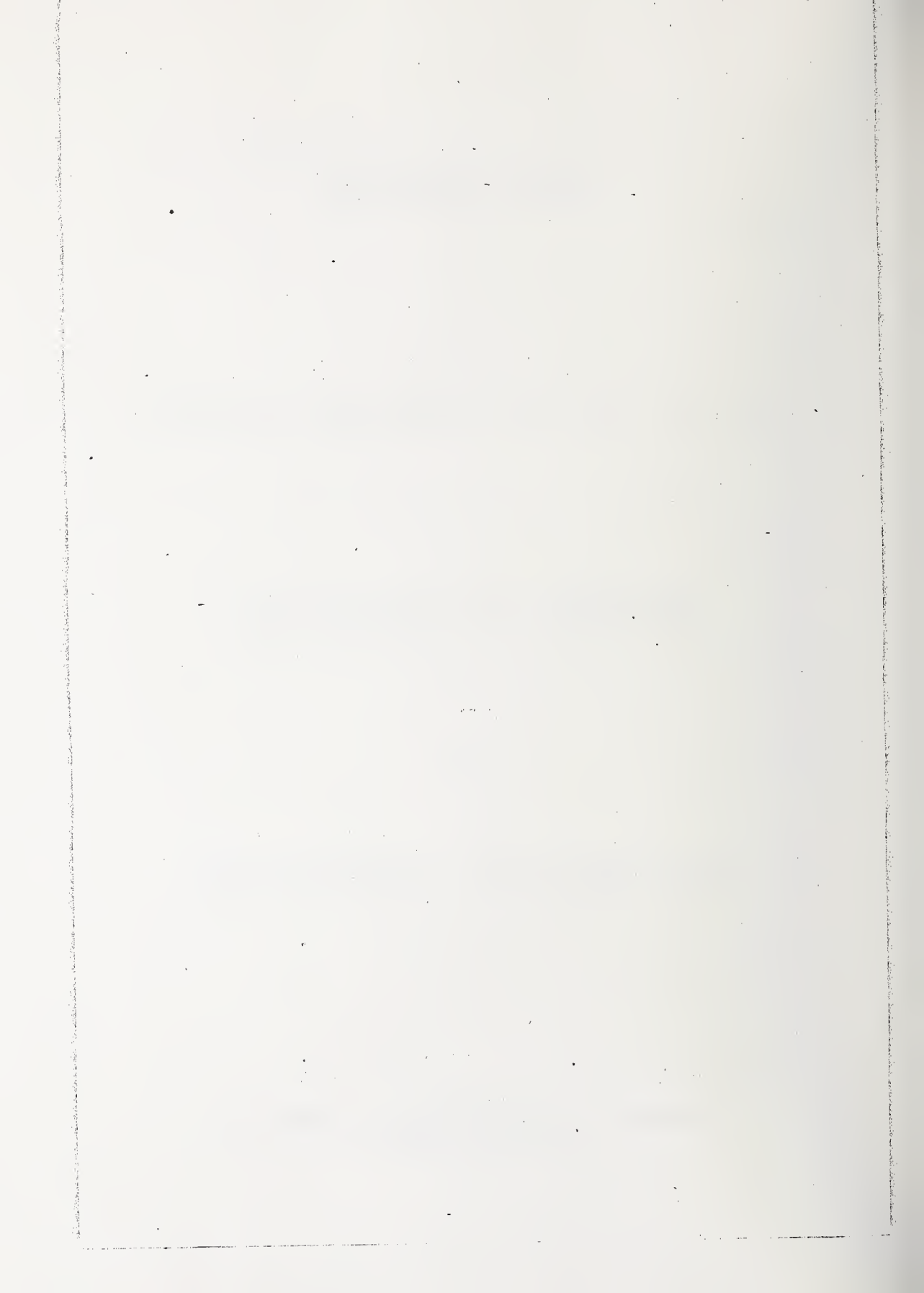
BEFORE

THE SELECT COMMITTEE

OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1911



THE GRAIN BILL.

Room No. 8, THE SENATE.

The Committee met at 11 a.m., March 21, 1911, the Hon. Mr. Jones in the Chair.

The CHAIRMAN.—I would like to announce to the members of the committee that a large number of telegrams have been sent out. I think I need not read the various ones unless you desire me to. In so far as the members of the committee have handed in the names of people whom they felt would be interested, telegrams have been sent. Replies have been received from some of the people asking if the committee will sit from day to day. It would enable the clerk of the committee to reply to these and advise the people when they should be here if the committee would decide whether it is their intention to sit to-morrow and next day; I presume it is, but I did not wish to reply before consulting the committee.

After discussion it was moved by Hon. Mr. Lougheed that the committee meet after the adjournment of the House this afternoon. Carried.

The CHAIRMAN.—A telegram came on Saturday signed by Mr. Bell, reading as follows:—

'Winnipeg Grain Exchange request delay consideration clauses mentioned in your telegram pending result of conference now taking place between the Exchange and three western grain growers' associations, result of which cannot be determined by Tuesday next.'

(Sgd.) C. N. BELL,
Sec. Winnipeg Grain Exchange.

I felt a reply should be sent to that and the reply I sent read as follows:—

'Conference you advise about cannot necessarily be considered as affecting the legislation. The committee will meet on Tuesday and expect to meet daily until evidence is completed.' It appeared to me that the question of the consultation between the Winnipeg Grain Exchange and western associations would not necessarily be of interest to the committee, or the House of Commons, or the Senate. So I hope the committee will approve of my telegram.

I have a letter from Mr. George Langley, of Regina, in response to a wire that went to him or through some association with which he is connected. It is submitted as the evidence he desires to submit to the committee.

Hon. Mr. KIRCHHOFFER.—What is his position?

Hon. Mr. YOUNG.—Mr Langley is on the executive of the Grain Growers' Association of Saskatchewan.

The CHAIRMAN.—If it is agreeable to the committee I will ask the clerk to read this letter, and it will go in as evidence.

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'LEGISLATIVE ASSEMBLY, SASKATCHEWAN,

REGINA, SASK., March 17, 1911.

'Senator L. M. JONES,

The Senate,
Ottawa, Ont.

DEAR SIR,—In response to your wire inviting opinion on clauses 122, 123 and 242 of Bill Q, I beg to submit the following:—

I speak as a director of the Saskatchewan Grain Growers' Association, and as one of the most active officers of the association; on several occasions deputed as the spokesman of the association on the Terminal Elevator question.

Clause 122 seems to me to be as nearly all right as possible except that in the case of a corporation seeking license the names of the officers are alone required, whereas the penal clause (242) contemplates as its possible victims the shareholders as well.

The prohibitory clause (123) is defective, as it fails to include corporations under the prohibition, although the Penal Clause specifically includes these as liable to the penalties provided.

Clause 242, while sufficiently drastic, does beyond question seek to carry into effect the conditions sought and desired by the grain growers of the West, which stated in short are:—

That the owner, lessee or operator of any terminal elevator should be a warehouseman and that alone, and that any other interest in grain should disqualify him.

But, while this is so, it must be evident to any one that very great difficulty must be encountered in putting this clause into operation. This will be especially true in reference to division A of sub-section (1) bearing in mind the intricacies involved in the composition of industrial corporations, and the fact that many men and even women have financial interests in corporations about whose management and general business dealings they know little or nothing.

Again, in sub-section (2), to propose these heavy penalties against officials that may be only workmen is something of a shock to the average man of the world, and those who will be in the responsible position of having the administration of this law would be checked in their action by the thought of the seriousness of the result. While good results may be expected by the preventive action of such a law, every punitive law must be regarded from the viewpoint of its possible infringement with its resulting punishment.

Apart from any objection that may be urged against these clauses as already noted, further objection may reasonably be made against at least one of the most important results expected from the operation of these clauses, namely, the mixing of grain. Up to the present time there has been among the farmers a determined opposition to allowing the mixing of grain in terminal elevators, the reason for that opposition being the certainty that if mixing was permitted the grades of the grain exported will be depreciated and the price lowered. The opening up of the United States market to Canadian grain will bring entirely new conditions, and the mixing of grain may become necessary in the interest of the farmer more than any one else.

I only wish to point this out to the Committee and will not examine it at length, as a discussion of the point raised would be premature, but I may state that in the grain centres of the United States, with conditions similar to what ours will be when the Reciprocity agreement goes into effect, mixing elevators are not only permitted but are regarded as a necessity.

These elevators are differentiated over the line as private terminals, and while I recognize that legislation can hardly be enacted to meet a condition of things not yet in existence, I would suggest that in the Bill under consideration, wherever the words terminal elevator or elevators are used they should be preceded by the word 'Public' so as to read 'Public Terminal Elevator or Elevators.'

Yours with respect,

(Sgd.) GEORGE LANGLEY.

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The CHAIRMAN.—I have two other letters from the West which I will ask the Clerk to read, and they may be filed as evidence.

DAVIDSON & SMITH, GRAIN MERCHANTS,

FORT WILLIAM, March 18, 1911.

Cleaning Elevator
Sacking Grain a Specialty.

Senator L. MELVIN JONES,
Chairman Special Committee,
Ottawa, Ont.

DEAR SIR—We are very grateful for your kindness in telegraphing us that we could state our opinions of Bill 'Q,' 'An Act respecting Grain.'

If clauses 122, 123 and 242 are put through in their present state it will put us out of business entirely.

In regard to our particular case, we are in no way whatever similar to what is known as a 'Terminal Elevator,' as applied to elevators at the Lake Ports, because we are situated on a siding, and cannot ship direct into boats, having to load the grain in cars, have it shipped to a terminal elevator, or at least an elevator that can load in boats, and, to all intents, we are just situated like any country elevator, only the railway haul is not so far.

Our house is strictly a cleaning proposition, and we make a specialty of treating off grade grain, having special machinery that no terminal elevator at the head of the Lakes has, and we are in a position to handle to advantage a portion of the grain arriving at these ports which terminal elevators could not possibly treat; for instance, a car arriving here graded by the Government Inspector in Winnipeg 'rejected wheat and oats mixed' is an example of a car that cannot be separated at any terminal elevator here, but which we can take in our house and after cleaning it can make it say, half a car of 3° wheat and the oats will grade 2 C.W. These two grades separated can be sold anywhere, but as originally mixed are not marketable at anything near their value.

Three years before the competition started in Fort William for grain of this nature, statistics will show that we have bought large quantities of rejected 2-3 wheat at 14c. per bushel under the straight grade, while at the present time the spread is only 6 and 7c., showing that houses similar to ours are making the producer 7c. per bushel more than they would get, and will get if we are not allowed to operate.

We have never received a car of grain in our elevator which we did not pay for and own before we took it in the house, and we contend that as long as it is our own personal property we can treat it and handle it to the best possible advantage.

We understand there is a resolution being sent to Sir Richard Cartwright and Mr. James Conmee respecting the sections you referred to which we are heartily in accord with, and a delegation is going later from here to discuss them in person; no doubt we will appoint some one to represent us. We are sorry to say our Mr Davidson is indisposed, otherwise he would have attended in person.

Yours very truly,

DAVIDSON & SMITH,

Per J. R. Smith.

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D. W. Black, Pres.,
Fort William Office.

W. D. Muirhead, Secy-Treas
Winnipeg Grain Exchange.

BLACK & MUIRHEAD, Limited, Grain and Commission Merchants, Members of Winnipeg
Grain Exchange—Sacked Oats a Specialty.

FORT WILLIAM, ONT., March 18, 1911.

The Honourable L. MELVIN JONES, Esq.,
Chairman of the Grain Committee of the Senate,
House of Commons,
Ottawa.

DEAR SIR,—Please accept best thanks for your wire of the 16th regarding the
investigating of clauses 122, 123 and 242 of Bill Q.

I regret exceedingly that important business requires my personal attention in
Fort William for a number of days to come, but I hope to be in Ottawa very shortly,
or, if I am unable to go, I will be represented by other grain men.

I might say for your information that my company does an ordinary grain busi-
ness, and we have an elevator at Fort William for the purpose of handling our own
grain, and our own grain only.

We have never had a bushel of grain in the house that had not been bought and
paid for, and our elevator is absolutely unfitted for doing terminal elevator business,
as we have no storage capacity whatever, all the bins being used for cleaners, sep-
arators, choppers, dryers, &c., &c., the house being essentially a grain hospital.

Though this is the case, and is recognized as such by the government, there being
no provision in the Act for other than public terminal elevators at Fort William, we
have been classed as a public terminal elevator, and are subject to all the restrictions
placed by the Act on public terminal elevators that handle the public's grain.

This would appear to be a great injustice. We consider that since we own all the
grain that goes into the elevator, we should be allowed to do what we wish with it
without restriction, and when we have treated it with our machinery, and made it
marketable, we should be allowed to load it up, call for inspection and have it graded
absolutely on its merits.

If clause 122 were made to include a private owned elevator which handled private
owned grain, it would greatly benefit us here and in Port Arthur, as well as allow us
to pay higher prices for low grade and off-grade wheat to the farmer or western owner.

Clause 123 would appear to us to be most objectionable, allowing the miller to
legally do a trade that would be criminal if carried on by us.

We are grain merchants and have no desire to operate a public terminal elevator,
in fact have no facilities for so doing, but since the Act does not provide for elevators
such as ours we are classified as a public terminal, and being grain merchants, as I
said before, we are, according to clause 242, subject to extremely heavy penalties,
which would appear to us to be drastic beyond all common sense or reason.

Should the Act go in force as it now reads, we would be legislated out of busi-
ness.

We cannot carry on the particular trade we do without such an elevator as ours,
and according to the law we could not conduct the elevator and trade in grain, and,
since the elevator itself is absolutely useless as a public terminal elevator, we would
be forced to close its doors.

I understand that our board of trade has considered these clauses and is sending
a delegation to Ottawa to discuss the situation with you. If I find it absolutely
impossible to join them, I have hopes of inducing Mr. J. P. Jones, an experienced
elevator and grain man, to wait upon you in our behalf and explain in detail the
position we occupy in the trade.

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If I can give you any further particulars as to the conditions as they exist at Fort William and Port Arthur, please so advise us.

Yours truly,
BLACK & MUIRHEAD, LTD.,
D. W. BLACK,
Pres.

The CHAIRMAN.—With the approval of the committee, I would suggest that, in so far as it is conveniently possible, those who should be heard first are those who are not in accord with the three clauses of this Bill that we have under consideration. I am persuaded that some of those who come before the committee are in accord with the resolutions. The resolutions before us are what has been submitted by the government for the consideration of the Senate. It has appealed to me that we would get on with the differences of opinion more thoroughly and more quickly if those who have objections to these clauses would give us their testimony first.

I would like to call the attention of the gentlemen present who desire to address the committee to the fact that the committee's instructions are to confine the inquiry to the three clauses named: 122, 123 and 242, and we are not expected, and do not intend to go outside these three clauses, except in so far as reference may be made to such clauses as will be affected, or affect these three clauses. As the evidence is to be reported for the benefit of both houses and will be read by all the members of both houses, it will appeal to every gentleman here, as it does to the committee, that the best interests of those who are desirous of presenting their views will be met if they state their case as concisely as possible, eliminating what will not help to the right conclusion. If the evidence were not being taken in shorthand, words might be spoken that might influence the committee, but would not influence the members of either house when in cold print. While it is not desired to limit the time and the opportunity of any gentleman present to give very fully his views, you will realize that it will be to the general interest and help in coming to a right conclusion if we eliminate everything other than that which has a direct bearing on the three clauses that we are to consider. I will ask some gentleman who is not in accord with the clause referred to to address the committee.

WALTER D. DOUGLAS, Minneapolis, Minnesota:—

Mr. Chairman and Gentlemen—

Let me first state that I am not a practical grain elevator operator, or grain merchant although familiar in a general way with the business. I am speaking from the position of an investor. The persons whom I represent are the owners of the Canadian Elevator Company, the Northern Elevator, the Winnipeg Elevator Company, the Empire Elevator Company and the Thunder Bay Elevator Company. My aim is to present our views as to the effect which the passage of clause 1 in clause 123 and clause A of section 242 of Senate Bill Q will have upon investments in the grain business.

HON. MR. POWER.—As I understand Mr. Douglas represents companies which own both terminal elevators and country elevators?

MR. DOUGLAS.—Yes.

HON. MR. DAVIS.—The elevators you allude to are terminal elevators?

MR. DOUGLAS.—No, I am representing five companies and the portion of those own country lines and two of them own terminals. I will lead up to that a little later. Let me first explain our reasons for making investments in this country. The group of men of whom I speak number six, two of them Canadians, one Englishman and three Americans, at the time of the inception of this enterprise all living in the United States, and all engaged in one way or another in the grain and milling business in that country. Living as we did in Chicago and Minneapolis, we were

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naturally familiar with the growth of the Canadian Northwest; and after the financial depression of 1896, when we felt that our property interests in the United States were menaced by the political agitation of that time, I had the conviction, which was shared by my associates that the investment of funds under the Canadian government would be wise, and entirely free from the dangers which, at that time, seemed to menace us. As a result we did make investments, both as individuals and jointly, in Canada; in lands, lumbering and milling, in addition to our grain business. I point out, therefore, that it was not solely on account of opportunities offered, for there were a great many in our own country, but the one important reason was to place a portion of our funds in this country, and under the protection of its laws. The investments so made have been increased in the succeeding years, until they now represent some millions of dollars. The beginning of the elevators dates from 1902, when the Canadian Elevator was organized, and has grown from building new elevators and acquiring those already built, until the company doing country business has on the list owned and operated, or did until the government of Manitoba purchased some of those elevators, over three hundred country grain elevators, representing an investment of over two million dollars. Now, when a man builds a country elevator his investment becomes fixed; he cannot move it like a stock of groceries or lumber or implements, to some other town, in case competition becomes severe, or as his investment becomes injudicious; but he must seek his return from that community by fixing and building up a trade tributary to it. We find ourselves, therefore, in a way, citizens of three hundred different towns, to the extent at least that our money is invested there, and all our interests lie in the prosperity of these communities. There are two ways of conducting a grain business: one by a system of independent buyers, commission men, terminal elevators and carriers, and the other by one interest from the farmer to the miller or exporter.

Under the first system the interest of the farmer ceases when he sells his grain in the country; the country elevator buyer when it is loaded on a car and a draft drawn on the Commission house in Winnipeg; the commission man when he has made his sale and secured his commission, the miller when he has closed the purchase at the best price which a man not interested financially in the grain is willing to take in order to secure that commission; the terminal elevator operator (if he is not owner of the grain) when he has taken in and loaded out the grain and received his storage and handling charge; the exporter when he has deposited his foreign exchange and the lake carrier when he has received his freight.

Please note that the only parties who have any permanent investment dependent on grain only, are the owners of the country houses and the terminal elevators.

The second method of handling grain is the one which we pursue, viz., the purchase from the farmer and carrying of the investment in the grain either in the country or at the terminals until it is finally sold to the miller for use, or to the exporter for shipment. Believing that as an economic question this is the right way, we have constructed two terminal elevators—one, the Empire Elevator at Fort William, and one, the Thunder Bay Elevator at Port Arthur.

While the principal reason for building these elevators was to carry out the second method of doing business, there were others. When the Empire elevator was built, nearly all the storage at Fort William was of wood, and the total elevator capacity there was, in our opinion, too small to handle the prospective crops of the Northwest to the best advantage. Furthermore, there was no system for the registration of grain in terminal elevators. By building our own, therefore, we were enabled to store our own grain in our own fireproof bins and to carry it until marketed, paying the terminal elevator charges to our own elevators.

Under the Grain Act however, as in force at present, we are obliged to take out licenses for these terminal elevators as public elevators, and although probably 85 per cent of the grain which comes to these elevators is our own, bought from the farmers in the country and paid for in cash, we handle it as well as the 15 per cent which does not belong to us, under government supervision.

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The present status of the companies for which I speak, therefore, is as follows:—

The Canadian Elevator Company, the Northern Elevator Company, the Winnipeg Elevator Company, own over 300 elevators where the grain originates. They each own one-fourth of the stock of the Empire Elevator company and the Thunder Bay Elevator Company, the remaining one-fourth being owned by the Dominion Elevator Company.

The Empire and Thunder Bay Elevator Companies each own terminal elevators, one at Fort William and one at Port Arthur. Bonds to the amount of \$775,000 have been issued against these two terminal elevators, \$250,000 of which, with interest, has been guaranteed by the four country elevator companies which own the stock. Each of the companies mentioned has a charter from the Dominion Government giving it powers under which its business is being transacted.

The terminal elevator companies are warehouse men only, buying and selling no grain, and are doing their business distinct and separate from country lines.

The bonds have all been sold, some in Canada, some in England, and most of them in the United States.

The total permanent investment of the different companies is over three million dollars, and the business at times requires additional liquid capital, often reaching five million dollars.

You can see, therefore, how far reaching will be the result of this proposed legislation. Any one engaged in the grain business in Canada or elsewhere, becomes liable criminally, who is interested even indirectly, in the stock or bonds of these terminal elevator companies, and the men for whom I speak now become criminally responsible for doing the very business authorized by the charters of their various companies.

I am informed that there are at present grain merchants in Liverpool who hold stock in elevator companies owing terminals. These men are also included under the penalties of this Act.

What then would be our alternative? First, to sell and dispose of all grain interests which we now have in Canada or elsewhere, which you must agree is out of all reason, in order to hold our terminal interests; or, second, to sell our interest in the terminal elevators.

But how shall we do this? The very act which forces us to sell, by the same stroke cuts away a possible purchaser, for no one who is familiar with the grain and its handling can legally become one.

Surely the disastrous results to property rights and vested interests had not been considered when these sections were written. I cannot believe that the words 'we protest' are necessary. If I am wrong, we certainly had a misconception of Canadian justice when we made our investment in this country.

Hon. Mr. POWER.—The House was in Committee of the Whole on this Bill, and we came across these two clauses, which struck a good many members as being rather drastic, and our object is to find, if practical, clauses which will take the place of these, and which will not be liable to have the same effect. Mr. Douglas and his friends have been here for some considerable time looking on, and have had a chance to peruse the Bill and consider it, and I think it would be very useful to the committee to know what amendments these gentlemen propose to make to the Bill. They must certainly have considered the point, and must have put down in writing the amendments which they propose, and I think it would be very desirable we should have those amendments before us.

Mr. DOUGLAS.—I am going to ask Mr. Searle, one of our party who speaks later, to give the committee his views on that matter, which we thought it would be better to have taken up by one of the number separately, if that is satisfactory.

The CHAIRMAN.—Mr. Douglas is one of four or five gentlemen representing this three million dollar fixed interest. Some of those who follow him will deal with the details, such as you refer to.

Hon. Mr. POWER.—That is not a detail. This is a principal object of the appointment of the committee, and I think it is the duty of these gentlemen, in a way, to

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submit in writing to the committee amendments which they think will cure the evils of this Bill.

Mr. DOUGLAS.—As I stated at first, I am not a practical elevator man or grain merchant, and have only spoken from my position as a man who had investments, and I would prefer that one of our number who is more familiar with the subject would express the views we have all agreed upon.

Hon. Mr. POWER.—I hope he will submit an amendment to the committee.

The CHAIRMAN.—I think the suggestion is a good one. We do not want the gentlemen in the grain business to make the amendments, but we will be glad to have them submit suggestions with the understanding that they will receive careful consideration, and the committee will recommend such amendments as they think, under the circumstances, will be desirable.

By the Hon. Mr. Davis:

Q. If I understood you aright, you said your company was interested in two terminal elevators?—A. Yes.

Q. The Empire and the Thunder Bay?—A. Yes.

Q. You have no interest in any other terminal elevators?—A. No.

Q. I mean the companies you speak of have no interest in any other elevator?—A. No interest in any other elevators whatever.

Q. You mention that you had 300 elevators in the west. How many of them did you sell to the Manitoba government?—A. There were originally, approximately, 320. I could not say exactly, but probably 55 have been taken over by the Manitoba government.

Q. Where are the others?—A. In Manitoba and Saskatchewan, along the lines of the Canadian Pacific and Canadian Northern Railways.

By the Hon. Mr. Campbell:

Q. Did the Manitoba government not take over all that were in Manitoba?—A. No, they did not.

By the Hon. Mr. Davis:

Q. You have no connection with the company that is operating the terminal elevators of the Canadian Northern?—A. No, sir.

Q. Nothing to do with them?—A. No.

By the Chairman:

Q. In the taking over of some of your elevators in the province of Manitoba by the government of Manitoba, were they, so far as you know, influenced by the question of competition at the various points at which you had elevators, as to whether or not they took them over?—A. I think not.

By the Hon. Mr. Kirchhoffer:

Q. What would be likely to govern the conditions of the purchase of some of them and not of others? What reason would you offer why they did not take the whole of them?—A. My understanding is that the Manitoba Government received petitions from the farmers and others interested in the grain business in certain communities, asking for the purchase of elevators in those communities. When that was done, the government acted, and, as a rule, bought all the elevators at one town in that community.

By the Hon. Mr. Davis:

Q. The charges that are made in connection with the terminal elevators are generally sufficient to pay all the costs, interest and everything else in connection with the elevator, are they not? Sufficient charges are put on the grain that goes through an elevator to pay the running expenses of the elevator, interest on the in-

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vestment and depreciation and everything else?—A. That depends on the amount of grain that goes through the elevator.

Q. Do you claim that you expect to make part of the profits of running the terminal elevator out of your country elevator, or will the country elevators stand on their own footing and the terminal elevators do likewise?—A. Yes, they do.

Q. Supposing that elevator has an earning power sufficient to pay the interest and all charges and everything else, how is there going to be any loss of property or depreciation in value?—A. We are obliged under this Act to dispose of those terminal elevators to some one else, because we are already interested in the grain business.

Q. Would there be any difficulty in disposing of them?—A. They would have to be sold to somebody who was not interested in the grain business.

Q. If that can be shown to be a paying proposition, what would hinder anybody from investing in it, outside of men who are interested in the grain business throughout the country?—A. I think you would find it a difficult matter to sell terminal elevators to some one who knew nothing about the business.

By the Hon. Mr. Lougheed:

Q. I suppose there are two elements in that to be considered, one of which is that the parties purchasing would be prohibited from having anything to do with the grain trade or any interest in country elevators?—A. Yes.

Q. What would be the bearing on the purchase of such an elevator under this Act? It practically gives the government absolute control of the elevator, and gives the government power to regulate and take possession. In view of that fact would it be possible to secure a purchaser of the interests which you are compelled to sell?—A. We believe not.

By the Hon. Mr. Davis:

Q. There is only one class who would not go into that business, according to your statement, and that is those people who are prevented by the law from going into it?—A. I do not think you would find any men or group of men who would spend a million dollars as an investment in a business they knew nothing about, and if they attempted to learn anything about it they would be prohibited from holding that investment—

Q. When you went into that investment of building terminal elevators, you depended on being able to connect your business all through the country?—A. Absolutely, as explained, as our idea of the method of doing the grain business—the two should be coupled. That has been the experience of practically all the grain institutions in the United States.

Q. Do you know of any elevator that is being operated successfully that is not connected with an elevator in the interior?—A. I do not know of a terminal elevator that is not connected with a line of grain houses in the interior in the United States.

Q. Is there any terminal elevator at Fort William doing business that is not connected with other houses?—A. None, except the Canadian Pacific railway elevators. No privately-owned terminal elevator exists without a country line.

By the Chairman:

Q. The terminal elevator at Fort William or Port Arthur are owned or controlled either by the railway company or by men in the grain business?—A. Yes.

By Hon. Mr. Young:

Q. Both country and terminal?—A. Yes.

By Hon. Mr. Talbot:

Q. The terminal elevators you have been connected with have been able to pay a dividend so long as you have had them?—A. I think they have paid a dividend every year.

By Hon. Mr. Campbell:

Q. That is largely owing to the fact that you sent 85 per cent of the grain to them?—A. Yes.

Q. The more grain you send through, the better for the elevators?—A. Yes.

By Hon. Mr. Davis:

Q. There was some breach of the existing law in connection with these elevators; did that occur in your elevator?—A. Yes, we were accused of it.

Q. Do you wish to state that feature of the case to the Committee, or that one of your confrères should do it?—A. I would prefer one of the other gentlemen who is more familiar with it than I am should do it.

By Hon. Mr. Young:

Q. You are only an investor and not an operator?—A. No.

By Hon. Mr. Lougheed:

Q. Up to the present time you have controlled your own rates, I suppose?—A. They are controlled by the government.

Q. Has there been any interference by the government as to the fixing of rates?—A. Not to my knowledge; there may have been.

Q. This Act proposes to give a greater discretion to the government in fixing rates?—A. Yes.

Q. That also, I suppose, would be an element, or a factor, in attempting to make sales of terminal elevators—the fact that the purchaser would not control the rates to be fixed?—A. Undoubtedly.

Q. And in that way determine upon the profits which he is to make?—A. Yes.

Q. That is injecting an unknown quantity, so to speak, in the operation of the elevator?—A. Yes.

By the Chairman:

Q. A private citizen purchasing an elevator from you would have to depend upon the action of the government as to whether he made money or not, coupled with the quantity of grain that might offer to go through his elevator?—A. Yes, the government regulates the rates.

Q. He would have no control of either?—A. The government regulates the rates, and the public would regulate the amount of grain that went through.

By Hon. Mr. Lougheed:

Q. So that the purchaser could not possibly know whether he could make it pay or not?—A. No, certainly not.

By Hon. Mr. Davis:

Q. Did you not understand that there was a certain amount of Government regulation before you erected the elevators?—A. Yes.

Q. And that you were liable to that?—A. Yes.

Q. And still you went into it?—A. We knew we had a quantity of grain to put through.

Q. The same conditions would apply at the time you built the elevator which you refer to now?—A. No.

Q. Why not?—A. Because under the law in the past we were enabled to own the elevators in the country which supplied the terminal elevator with grain on which to make these charges.

Q. You understood the terminal elevators were to a certain extent under government control?—A. Yes.

Q. And always liable to be changed at any time?—A. Yes.

Q. Both in what you should charge for putting the grain through and anything else in connection with it?—A. Yes.

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Q. And still you made the investment?—A. Yes.

Q. And you knew the laws were liable to be changed?—A. Yes.

By Hon. Mr. Talbot:

Q. The feeling among the grain growers throughout the West is certainly very strong on this matter; they have practically demanded one of two things—the passage of these clauses or government ownership of the terminal elevators. Now, if the government expropriated the terminal elevators and ran them, that would save you the loss you speak of?—A. Yes, if the government should decide to acquire our elevator interest in Canada we are ready to treat with them at any time.

By Hon. Mr. Kirchhoffer:

Q. You would have to do that or go out of business?—A. Yes.

FRANK B. WELLS of Minneapolis appeared before the Committee.

By the Chairman:

Q. Do you represent the same interest as the gentleman who has just addressed us?—A. No, I represent another group of interest, the F. H. Peavey Company. I have prepared a statement which I will read to the Committee.

Hon. L. MELVIN JONES,

Chairman, Special Senate Committee, Bill 'Q,'
Ottawa, Ont.

The undersigned, as a stockholder, director and executive officer of F. H. Peavey & Company, a corporation holding the stock of various grain, elevator and industrial corporations, located in the United States and Canada, hereby respectfully protests against the passage of the Senate Bill 'Q,' the 'Canada Grain Act, 1911,' in its present form. My objections are solely against sections 123, clause 1, and 242, clause A because of their drastic and confiscatory nature.

For many years, the corporation which I represent has had close and cordial business relations with many of the largest Canadian financial interests, and it was at their suggestion and solicitation, as well as because of our own appreciation of the vast possibilities of the Canadian Northwest as a grain producing country, that we made our initial investments in the elevator business in Canada. Twelve years ago when we visited the Canadian Northwest for the first time, the owners of several of the largest country elevator lines offered their property for sale, evidently believing that the business, as then conducted, had passed its most profitable period. We decided at that time to defer any investment pending further developments in the Canadian grain trade. Later, our attention was attracted to the opportunities offered in the territory then being rapidly opened up by the Canadian Northern railway, as this new country was inadequately supplied with country elevator facilities, and many sections were unprovided with grain markets where the producer could dispose of his grain.

The officials of the Canadian Northern railway were extremely anxious to interest grain merchants in the building of elevators at country points along their lines, and it was obviously necessary that ample capital must be available if elevators were to be built and grain markets established throughout the vast territory which they were opening up with unprecedented rapidity.

After a careful survey of the country traversed by the Canadian Northern railway, we informed the officials of the railroad company that we stood ready to commence building operations in the country, and to guarantee the construction of a certain number of country elevators within a given period, provided that we could obtain, by lease, control of the Canadian Northern elevators at Port Arthur, and on these terms a lease was finally concluded.

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Our entire investment, at country points, you will note, was predicated upon control of the terminal elevators, and this for the reason that in the United States it had been demonstrated to us repeatedly, that in the evolution of the elevator business, sooner or later, it becomes necessary to operate large lines of country elevators in conjunction with terminal elevators, just as terminal facilities are desirable, and, indeed, almost necessary for the economic operation of a railroad. Up to date we have invested in country elevators along the line of the Canadian Northern railroad alone, about three-quarters of a million dollars, and our plans contemplated the construction of elevators in new territory as rapidly as it was opened up by the Canadian Northern Branch lines. If, however, we are prevented, by law, from holding stock in both country and terminal elevators, we do not care to increase our fixed investments at country points. Our Canadian companies are operating under charters granted by the Dominion government, by the terms of which they are specifically authorized to buy and sell grain, to purchase, build or lease elevators both at country and at terminal points, and to operate such elevators, &c., &c., and the powers granted by these charters have at no time been exceeded.

Not only has our fixed investment in Canada increased with great rapidity during the past five years, but because of our known financial responsibility and long experience as grain merchants and warehousemen, we have been able to extend credit to our Canadian corporations, which has made it possible for them to aid materially in the marketing and handling of the grain crops in the territory which they serve.

Much of our country construction up to date has been of a pioneer nature; in some instances, the elevators being built in advance of the opening of the railroad, thus affording the farmer a market for his grain; and in such a development we have naturally been obliged to count upon *future* rather than *immediate* profit.

It should be borne in mind, in a new country, the farmers generally market the greater part of their crops during a period of three months in the fall; hence, it is particularly necessary that in such communities elevator facilities be provided without delay.

Should Senate Bill 'Q' in its present form become operative the value of our Canadian investments would at once be seriously impaired, and we as stockholders in both country and terminal elevators, would be amenable to criminal prosecution under the Act, notwithstanding the fact that the corporations in which we are interested are merely exercising the powers granted them in their charters by the Dominion government.

Such is the character of our investments that, under the proposed Act, we should still be criminal offenders even if we should be able to dispose of our country elevator interests in Canada, for we are large holders of stock in grain and elevator companies doing business in the United States, and as such could not legally hold stock in a Canadian terminal elevator.

As a result of the conditions outlined above, but two practical courses would remain open to us: *First*, to default on our lease of the terminal elevators, thereby relinquishing the very facilities upon which our entire investment in the country was predicated, and possibly making ourselves legally liable for the rental provided for in our lease; or, *secondly*, dispose of our entire Canadian elevator interests, which would entail serious loss, even if a purchaser could be found, for, as above stated, we would not care to retain our interests in country elevators alone, if, by the law, we were precluded from holding any interest in Canadian Terminal elevators.

We are credibly informed that Section 123, Clause 1, and Section 242, Clause A, were introduced into the 'Canada Grain Act, 1911,' for the sole purpose of preventing the mixing of grain in terminal elevators serving the public. Under the conditions existing in the Canadian grain trade to-day, we heartily endorse the government in its announced determination to prevent the possibility of any such practice. We contend, however, that the purposes of the Act can unquestionably be accomplished without impairing the value of investments made in good faith, or putting

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obstacles in the way of generally accepted methods of handling grain elevators obtaining elsewhere.

Under certain conditions which may very possibly arise in the near future, this handicap placed upon the Canadian elevator companies, would inevitably deflect a very large portion of the Canadian grain to the United States ports. Should the Board of Grain Commissioners be given a sufficiently wide scope of authority, and the rules and regulations prescribed by them be given the same force as the various provisions of the Grain Act, with severe penalties provided for the infraction of these rules and regulations, we believe that the interests of all, from the producer to the ultimate purchaser of grain, could and would be adequately protected.

In view of the magnitude of the interests affected, and the manifest injustice which would be wrought to the shareholders in Canadian elevator properties, through the passage of Senate Bill 'Q' in its present form, as well as the fact that the purposes of the Act can be accomplished without drastic legislation, I do hereby again respectfully protest against the passage of Section 123, Clause 1, and Section 242, Clause A, and bespeak for these sections the earnest consideration of your committee.

I have presented the interests of F. H. Peavey & Company as confined largely to the Canadian Northern Railway. We have other interests which will be presented by one of my associates.

By the Hon. Mr. Davis:

Q. Did you sell any elevators to the Manitoba Government?—A. Just one.

Q. You own no terminal elevators at all; you just lease them?—A. Just lease.

Q. You claim it was part of the agreement with the Canadian Northern that they were to lease you just the elevators?—A. Our entire arrangement was predicated upon obtaining a lease of the elevators.

Q. An understanding of that kind?—A. Yes. That was the result of our preliminary negotiations.

Q. I suppose you knew they were under government control to a certain extent?—A. Yes, but until we read this Bill we did not suppose legislation of a confiscatory character would be introduced.

Q. What would you have to confiscate, if you did not own the elevator?—A. We have this interest, that we made an investment and are continuing to increase our investment, because of being able to obtain terminal facilities.

By the Hon. Mr. Campbell:

Q. Have you any suggested amendments?—A. Only as I outlined here, that if the Commission which it is proposed to establish were given the widest possible scope and power, and their rules and regulations the same effect as any portion of the Grain Act, we believe the object of the Bill can be accomplished. That would be one link in the chain, the establishment of a thoroughly efficient system of registration.

By the Hon. Mr. Davis:

Q. A great many of your elevators are in Saskatchewan?—A. Yes.

Q. There is a movement on foot there to obtain control of the elevators?—A. Not in any such shape as was done in Manitoba. There is a movement there, a Bill has been passed.

Q. It is altogether likely you will have government elevators in Saskatchewan?—A. I question it very much.

Q. They may buy you out?—A. Then I have no objections to offer.

By the Chairman:

Q. The fact of their buying you out would not necessarily necessitate your going out of the grain business?—A. Not at all.

Q. You would use the same elevators in the business as if you were the owner?—A. Yes, and they would be in the same position as the Manitoba government, they

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would be merely warehousemen. We could still buy the grain and send it to our terminals through their elevators.

By the Hon. Mr. Davis:

Q. Were any of your people in the mix-up last summer about mixing of grain?—A. Yes.

Q. You were in it to?—A. Yes. Mr. Searle, who has general supervision of the operation of our Canadian properties, will, I think, be able to explain that matter to your satisfaction.

By the Hon. Mr. Young:

Q. Are you an operator or merely an investor?—A. Well, I am a director in some of our Canadian companies, and executive officer in F. H. Peavey & Co., Minneapolis, which holds the stock of all of our property.

Q. Section 122 is also before the Committee, which you have not touched upon. What have you to say about that?—A. I would rather leave that to Mr. Searle, who is taking up these sections for analysis. He is more closely in touch with our Canadian interests.

Q. I made a suggestion of an amendment that there should be an appeal from the decision of the Board?—A. Certainly, we should like an appeal to the Governor in Council.

By the Chairman:

Q. Your partner will deal with that also?—A. Yes.

A. L. SEARLE, of Minneapolis, appeared before the Committee. He said:—

In considering clause 1 of section 123, and clause A of section 242, of Senate Bill Q, Canadian Grain Act of 1911, it is evident that the framers of the Bill believed that these clauses were necessary to prevent the mixing of grain in public elevators. There can be no difference of opinion as between ourselves and the government, that the mixing of grain should not be allowed in public elevators, but we maintain that these clauses are not necessary to accomplish this, and that the Board of Commissioners can prevent it through the powers conferred upon them in other sections of the Bill.

Section 20 of the Bill provides:

The Board may make rules and regulations either with or without the approval of the Governor in Council as hereinafter provided.

This section seems to give the Board of Commission authority to make such rules as in their judgment may be advisable to enable them to carry out fully the meaning and intent of the Act; but if it does not do so, section 122 might be so amended as to give them absolute authority to make such rules and regulations as from time to time may be necessary and that any violation of such rules and regulations would come under the penalty provided for violations of the Act. Appeal from the Commission's decision should be provided for on points of law.

The Grain Act provides in section 91:

All grain produced in the provinces of Manitoba, Saskatchewan and Alberta, and in the Northwest Territory, passing through the Winnipeg district *en route* to points to the east thereof, shall be inspected at Winnipeg; or a point within that district, and on all grain so inspected the inspection shall be final as between the western farmer and dealer, and the Winnipeg dealer.

And it is further provided in clause 5 of the same section, that any grain not inspected west of Fort William, shall be inspected on that point.

When these cars of grain inspected by the government arrive at the terminal elevator, the car doors are opened by a government official, and measurement taken

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of the contents of the car. The grain is then unloaded, and elevated direct to the scales, where it is weighed by a government weighman, as provided for in the Act. From that time until the grain is shipped out of the elevator, it is entirely under the control of the government officials, as provided for in section 95, which reads as follows:—

(1) All grain stored as aforesaid shall be binned under the direction, supervision and control of the inspector, deputy inspector, and inspecting officer. The inspector, deputy inspector, or inspecting officer shall have full control of all grain in terminal elevators, and no grain shall be shipped out of, transferred or removed from any terminal elevator, without his supervision.

(2) The inspector shall keep a proper record of all grain received into store at any terminal elevator which records shall show the particulars of each parcel or car lot of grain received, and the date received, the grade, the leakage, if any, and the number of bin in which such grain has been stored. And he shall keep similar records of all grain shipped from any terminal elevator, which records shall also give the name of the vessel, or the number of car into which such grain has been delivered.

(3) No grain shall be transferred from one bin to another in a terminal elevator without the supervision of the proper inspecting officer, who shall record such transfer in proper books.

(4) No grain shall be specially binned for any person, firm or corporation in any terminal elevator except in cases where it is found to be out of condition on arrival at such terminal elevator, and in cases where it has gone out of condition while in store, as provided in sections 140 to 144 of this Act, and except as provided in section 229 of this Act.

(5) All grain marked by the inspecting officer for cleaning, shall be cleaned under his supervision, and the inspector may condemn any cleaning machine, which, in his opinion, is not doing satisfactory work, and may order machine installed, which will satisfactorily clean such grain to its proper grade; and he shall also have the power where he finds the cleaning facilities inadequate to order the installation of such additional machines as will meet with the requirements.

(6) Where grain rejected for dirt is ordered to be cleaned by the owner, the cleaning shall be subject to the supervision of the inspecting officer.

(7) In the month of August, in each year, stock shall be taken of the quantity of each grade of grain in the terminal elevators, and at any time that the Board deems it advisable, it may order an additional weigh-up or stock taking in any terminal elevator.

Section 96 provides as follows:—

The Board may make such rules and regulations as are necessary for the control of the binning and cleaning of all grain stored in terminal elevators including the transfer of grain from one bin to another, and the delivery of grain from bin into cars, vessels, or other receptacles.

It must be quite clear to any one that gives due consideration to the above clauses referred to of the Senate Bill Q that the government have as full control of all grain from the time it enters the terminal elevator, until it is shipped therefrom, as they would have, if the elevator were owned and operated by the government; and that by keeping the records of the total number of bushels of each grade of grain received, as provided for, and of the total number of bushels of each grade of grain that is shipped, that an over-shipment of any grade would be shown by the records, and that there could be no mixing of the different grades of grain without the knowledge of the Board of Commissioners, as under section 95, clause 7, which provides that all of the grain in a terminal elevator shall be weighed up during the month of August of each year, and at any other time that the Board deems advisable, the amount of

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grain shown on hand at such weigh-up, must check as to bushels and grade, with the records of the government, at the time of such weigh-up.

The Commission could, under their authority, provide for a registrar and a system of registration of terminal warehouse receipts, which would be a further check upon the receipts and shipments of grain from terminal elevators, in the following manner:—

Every terminal warehouseman shall post conspicuously in his business office, on or before Tuesday morning of each week, a statement of the amount of grain of each kind and grade, in store in his warehouse, at the close of business on the preceding Saturday, and render a like statement, verified by him or his bookkeeper having personal knowledge of the facts, to the warehouse registrar of the Commission. He shall make a daily statement to said registrar of the amount of each kind and grade of such grain received in his warehouse on the preceding day. The amount shipped and delivered, and the warehouse receipt cancelled on such delivery, stating the number of each receipt and the amount, kind and grade of grain shipped or delivered thereon, the amount, kind or grade of grain delivered for which no warehouse receipt was issued, and how and when the same was received, the aggregate of such reported cancellation and delivery of unreceipted grain corresponding in amount, grade and kind with shipment and deliveries reported, and shall also, at the same time, report the receipts cancelled upon issue of new one, with the number of each such receipt cancelled and that issued in its place. He shall also furnish the registrar any further information regarding the receipt issued or cancelled, necessary for a correct record of all such receipts, and of grain received and delivered, and shall make a further verified statement to the Commission of the condition and management of any terminal warehouse under his control, at such time and in such form as the Commission may require.

We maintain that under the provisions of the Act, and rules and regulations promulgated by the Board of Commissioners, and a complete system of registration of warehouse receipts, that there could be no mixing of the different grades of grain without the knowledge of the government, and that, therefore, there is no necessity of such drastic legislation as provided for in clause 1 of section 123, and clause A of section 242, and we would therefore, respectfully ask that these two clauses be stricken out.

Hon. Mr. DAVIS.—You are connected with the Peavey Company?—A. Yes, I am.

Q. There is a list of Canadian companies mentioned by the previous witness, Mr. Douglass, and there are a lot of Canadian companies. How many of these companies are controlled by the Peavey Company?—A. The British American Elevator Company, which he did not mention, is controlled by them.

Q. How many Canadian companies do the Peavey people control?—A. Do you mean Line companies?

Q. Yes?—A. They control the Port Arthur Elevator Company, the British American Elevator Company, the National Elevator Company; those are the only ones that they control.

Q. They have nothing to do with the Empire?—A. Nothing to do with them whatever.

Q. What about their Line Companies?—A. They are interested in the Atlas and The Security Elevator Company and The Grand Trunk Pacific; but they do not control them.

Q. That is all they are connected with?—A. Yes, and the Grand Trunk Pacific; they are interested in the Grand Trunk Pacific Terminal, but they do not control it.

Q. You mentioned here in the statement that you read, that you would hold up both hands to stop mixing of grain. How would that work out with the statement made by the gentleman who preceded you, who stated that you were one of the people who were accused of it?—A. We were accused of mixing grain, but we maintained that we had not done any mixing of grain.

Q. You maintain it is wrong to mix grain, you do not want to mix it?—A. We

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do not want to mix it in public elevators. We were charged with making incorrect reports. There was a difference in the report, of a moderate amount as compared with the amount handled, and we pleaded guilty to that, because the reports were not in accordance, exactly, with the government figures. We did not know who was wrong, but we maintained that we did no mixing of grain in the Port Arthur elevator, and we asked the government to wait until the weigh up at the end of the year, and when they had that weigh up, it only disclosed a very slight discrepancy, which was almost entirely covered by the rejected from the seed grades which was allowed to be cleaned by the government and raised up to the regular grade. That is, you understand, when you clean this up, you take out a certain amount, you have a shrinkage, you really have a loss in this, which raises them up; when you clean that you have a big shortage, that is allowable.

Q. You claim you did no mixing at all?—A. We claim that is what their weigh-up disclosed in August.

By Hon. Mr. Young:

Q. What was the charge made against you?—A. The charge was incorrect reports. Our report made by our bookkeeper at Port Arthur did not agree with the government figures.

Q. Then you were not charged with having mixed grain?—A. No.

Q. You were charged with giving an incorrect report?—A. Yes.

Q. We have heard a very wide statement from that; in fact we have heard that you were charged directly with mixing, and that you admitted it?—A. No, we did not admit any mixing at all.

Q. You admitted that your figures were at variance with the government figures?—A. That is what we admitted, exactly.

By Hon. Mr. Davis:

Q. If your figures were right, and if the government were wrong; how did they come to take action against you?—A. I say our figures did not check with those of the government.

Q. You simply pleaded guilty to the fact that your figures did not check with the government, and that is all?—A. Yes, not wilfully made.

By Hon. Mr. Loughheed:

Q. Would any looseness in your checking system result in a discrepancy like that?—A. Yes, that was a year ago; they have a very much better system of checking now. We have a good system of registration now which they had not before.

By the Hon. Mr. Kirchoffer:

Q. Your company have?—A. They have a system of registration now which at that time they did not have.

Q. When you speak of they, do you allude to the government?—A. No, I mean this system of inspection adopted by the Winnipeg Grain Exchange. They appoint a registrar, who is paid one-third by the government, one-third by the terminal elevator, and one-third by the Lake Carrier's Association. I think the government has now made provision for paying for this entirely. Everything that goes into the elevator now must have a certificate of weight with the grade, and must be turned into the registrar, and the warehouse receipt is issued for it. He wont register the warehouse receipt that is issued for it, until you present to him a government certificate. These are registered by the registrar when the shipment is made. These receipts must be presented with the shipping certificate to the registrar and they are cancelled. That was not in force at the time the gentleman refers to, a year ago last January. They are getting things in better shape all the time, getting a more complete system for checking up.

By the Hon. Mr. Lougheed:

Q. When the final clean-up came, was the discrepancy sufficiently large to have justified the charges made by the government, at the time you pleaded guilty?—A. The difference was less than one-half of one per cent on the volume of business handled; about 170,000 bushels, out of the total of thirty million. The large proportion of it was made up through cleaning of the rejected for seed grain.

Q. How much did the discrepancy indicate at the time the proceedings were taken by the government?—A. I think it was 169,000.

By the Hon. Mr. Talbot:

Q. You are not in a position to give us the number of bushels of the different grades weighed in, and the same grades weighed out at the end of the year?—A. No. The government records would show that.

By the Hon. Mr. Davis:

Q. The general opinion was that a certain amount of low grades of grain went into that elevator and a certain amount of high grade went into it. Of course a record of each was kept. On the final weigh-up, they found out that you had less low grade grain in your possession than went in. Did the government have records of that?

By the Hon. Mr. Talbot:

The records show that.

The WITNESS.—The records show what the differences were.

Q. Is it true the records show some half million bushels difference?—A. No, not as to the Port Arthur Elevator Company.

By the Hon. Mr. Davis:

Q. About one hundred thousand bushels?—A. About that. That is small when you understand that we handle thirty million bushels, thirty thousand cars. If you drop a car in the wrong bin, the government man might do that. It is always possible to make a mistake of a car or two. You cannot expect it to turn out to a pound when you are handling thirty million bushels.

By the Hon. Mr. Lougheed:

Q. The discrepancy was less than a half of one per cent?—A. Yes, which included these seed grains.

By the Hon. Mr. Davis:

Q. You did not handle thirty million bushels in that elevator?—A. Yes, last year.

By the Hon. Mr. Talbot:

Q. I will read a couple of sentences from the speech delivered by the Right Honourable Sir Richard Cartwright in the Senate a couple of days ago:—

'I may say in one case the shipment out of No. 1 Northern received by a particular company, exceeded the receipts in by 437,684 bushels. In another case, the shipments stated to have been made are less than those by a very large amount. In another case No. 2 Northern, also a high quality, there appears to have been a shortage of 347,643 bushels. In another case, an excess amounting to 150,000 bushels, and so on through a variety of cases with which I will not at this present moment weary the House further than by saying that in sundry cases the total discrepancies seem to have gone ordinarily to half a million bushels.'

Is that statement of Sir Richard's correct?—A. I do not know as to that; he does not say as to the Port Arthur Elevator Co.

By the Chairman:

Q. Your knowledge is only with reference to your own company?—A. Yes.

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Q. You say the amount represented by your own company is what?—A. About one hundred and seventy-five thousand bushels, as shown by the weigh-up last summer, by which a large proportion would be rejected for seeds.

By the Hon. Mr. Davis:

Q. Do you know how much grain the Canadian Pacific railway handles in their elevator?—A. I do not know exactly, something about thirty millions.

Q. Are you aware that there is no discrepancy there at all?—A. No, I do not know as to that.

Q. There was none?

The CHAIRMAN.—They will be here and will give evidence.

Hon. Mr. DAVIS.—It was only in elevators operated by private individuals or by private companies that this discrepancy occurred.

By the Hon. Mr. Campbell:

Q. As I understand it, the regulations then were very different from what they will be under this Act?—A. Exactly.

Q. In your opinion, it would not be possible for any mixing to take place under this Act?—A. No.

By the Hon. Mr. Lougheed:

Q. Would the separation of the two interests, the terminal interest and the company interest in elevators, be an assurance that mixing could not take place?—A. No, it would not, any more than it is now.

Q. You say that notwithstanding the separation of the two interests, mixing could take place?—A. What I mean is this, that under the Act as it appears now, no mixing can take place without the knowledge of the government. They have full control of that grain from the time it goes in until it goes out; as much as they would have if they operated the elevator themselves. Now then there can be no mixing without their knowledge. If that elevator were operated by the government, or operated by anybody that was not interested in the grain trade, buying or selling, it would be possible for collusion, of course, just the same as in anything else. The man who operated the elevator would have to be in collusion with the government officials. There are eleven government officials in that elevator of ours. There would have to be collusion in order that there could be mixing; collusion between the parties operating the terminal, and the parties that own the country elevators; without their knowledge and without the knowledge of the government it could not take place.

By the Hon. Mr. Davis:

Q. A company operating a terminal elevator, just as warehouse men, charging for the handling of the grain, would have no object in mixing the grain?—A. You would have no object in mixing it.

Q. If you owned the grain and you are buying it out in the country, and running it through your elevators out in the country and into your terminal elevators, you might have an object?—A. No, you would have to load out the same number of bushels of each grade that you took in.

Q. Apparently you have loaded out more?—A. Could not without the government's knowledge.

By the Hon. Mr. Lougheed:

Q. Could not there be collusion between the terminal warehouse man and the exporter, without reference to the country elevator interests? Would it be possible to have that?—A. I say that if the government officials do their duty it would be to their knowledge all the time.

Hon. Mr. CAMPBELL.—There must be collusion.

Hon. Mr. LOUGHEED.—Certainly.

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Hon. Mr. DAVIS.—A man owns a string of country elevators and buys up low grade grain and certain other grades, and if he wants to create a little more high grade grain he is interested in mixing it. Whereas a man has an elevator in which he does nothing but store grain, like the Canadian Pacific Railway, where they hold grain and store it and ship it out. You never hear any grumbling about the Canadian Pacific Railway elevator?

Hon. Mr. LOUGHEED.—The same would apply in collusion between the terminal elevator and the exporter.

Hon. Mr. YOUNG.—I suggest that we examine the witness, and then when we are through with him, discuss the subject.

The CHAIRMAN.—As far as possible, the consideration of these questions should be eliminated from the Minutes when they are printed and submitted to the House. It may be that the committee may see their way clear to eliminate from the printed copies the discussion between the members of the committee.

Hon. Mr. LOUGHEED.—It is only by submitting questions to the witness that we can clarify the evidence.

The CHAIRMAN.—I think the questions and answers should be put in; it was discussions between member and member that I had in mind.

Hon. Mr. POWER.—There was one or two questions I would like to ask with respect to this action. Did the company ask the government to wait until the clean-up in August before coming to a conclusion?—A. Yes, we did.

Q. What did the government do about it?—A. They did not wait.

Q. They would not wait. Then I understand the company pleaded guilty, when the government declined to wait?—A. Yes.

Q. You might tell the committee just why. They must have some good business reason for pleading guilty?—A. Our returns did not agree. Our figures did not agree with those of the government and we did not want to take time; we did not suppose the fine would be very much. We had not wilfully done it, and we pleaded guilty pending the weigh-up at the end of the year. It was a mistake; we should not have done it, we know it now.

Q. Were you fined?—A. Yes, sir.

Q. When the clean-up took place and it was found you had not been guilty, did the government return the fine?—A. No.

By Hon. Mr. Davis:

Q. Would not you consider it was a serious proposition to plead guilty? While the fine of a few dollars might be nothing to you, the record of having a conviction against you for doing something of that kind was very serious, and if you had good ground for complaint, good ground for defence, I should think you would not have pleaded guilty, but would have taken it to the courts?—A. We made a mistake in doing it.

By Hon. Mr. Young:

Q. Technically, somebody was wrong, and it was assumed you were wrong?—

A. Yes, technically somebody was wrong.

By Hon. Mr. Power:

Q. You pleaded guilty rather than have a fight?—A. That is the size of it.

Mr. FRANK T. HEFFELFINGER, of Minneapolis, appeared before the Committee, and read the following letter:—

Hon. L. MELVIN JONES,
Chairman Senate Special Committee,
Ottawa.

SIR,—I am appearing in the interest of the stockholders of the Atlas Elevator Company, Limited, the Security Elevator Company, Limited, and the Grand Trunk Pacific Elevator Company, Limited.

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We believe that the provisions of clause 1, section 123, and Clause A, section 242, of Senate Bill Q, are so drastic and far-reaching that it will practically amount to confiscation. There is, however, no question but that the enactment of these clauses would seriously affect our investments, and would further have a serious result in the development of the grain trade of Canada.

The parties interested in these companies were first sought by the Grand Trunk Pacific Railway Company. It took considerable time to conclude negotiations which resulted in these investments, and as I was personally present during all of the negotiations I can testify to the ability of the Grand Trunk officials to make a good contract for the railroad.

The railroad company were desirous of having ample facilities along their road, and provision for additional elevators and grain markets as fast as new lines were constructed. The provisions of this contract obligated the Atlas Elevator Company, Limited, and the Security Elevator Company, Limited (the former owned by the Douglas interests and the latter by the Peavey interests), to construct each a total of 80 country elevators (making a total of 160), within five years. This meant an investment of one million dollars. They also required that an additional ten per cent (or 16 elevators) should be placed at contiguous points, also in addition elevators must be built at all junction points with other railroad lines where there is another elevator in the competing line. These two latter items would require an additional investment of from \$150,000 upwards. I might add that in almost all cases these latter would mean unprofitable investments for the elevator companies, being built as they were for the protection of the railway company's business and at locations which the line elevator companies try to avoid.

As in all new enterprises of this character, the investor receives no return for capital invested or time expended for the first year or two, but is building for the future. The first two years have passed and nearly one-half million dollars has been invested, besides large sums employed during this period to assist in moving the crops, all without adequate return.

As all these investments were made upon the basis of having terminal elevator facilities, which we as grain merchants consider necessary for the future conduct of a business of large volume and requiring large financial responsibility for moving the crops, it must be apparent that it would cause serious loss to the investor if their vested rights were interfered with.

Our experience has shown us that terminal elevators are as necessary to extensive grain operations as they are to railroads. At terminal points in the United States where grain is handled direct from the farmer, as for instance, Duluth, Minneapolis, Omaha, Kansas City and Chicago, the terminal elevators are operated by men in the grain business. There are many elevators at these points built and owned by railroad companies; but except where they are used for purely transfer operations from car to car they have been leased and are being operated by grain merchants. In concluding we wish to assure you that we have no desire to suggest any legislation different from that embodied in the Senate Bill 'Q'. We would, however, respectfully ask you to eliminate the objectionable features contained in the two contentious clauses above referred to. If your committee are desirous of obtaining any further information relative to the present methods of handling grain in Canada or in the United States it would give us great pleasure to place such information as we have at your service.

Yours very truly,

FRANK T. HEFFELFINGER.

OTTAWA, ONT., Mar. 21, 1911.

By Hon. Mr. Davis:

Q. You are one of the gentlemen of the Peavey people. I think we got a statement of how many of the elevators you sold to the Manitoba government?—A. That was one of our companies, the British America Elevator Company.

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Q. Can you tell me of the Peavey interests, what did you sell to the Manitoba government?—A. Three or four.

Q. That is of all the different companies you control?—A. Yes, you see that was all in the old country, and we have been pioneers, and our investments have been largely in the new country, because the Manitoba territory, where these elevators were sold, have had competition for years.

Q. You had a lot of companies doing business under different names all through the country that you control, and they are running their stuff down into the one or two elevators at Porth Arthur?—A. No.

Q. How many elevators at Port Arthur?—A. The Canadian Northern Line Elevator Company, which is the British America Elevator Company, is on the Canadian Northern. The Port Arthur Elevator Company is the terminal elevator which handles the Port Arthur terminals at Port Arthur, under lease. The Security Elevator Company which we control is the new company which was formed to build these houses on the Grand Trunk Pacific, and they are interested jointly with the Douglas interests, having each a half interest in the lease of the Grand Trunk Pacific terminal. Then we have another elevator company, the National Elevator Company, a line company which does business on the Canadian Pacific railway, on the Great Northern and Grand Trunk.

Q. As a matter of fact, is it not true that all those elevator companies are practically the one thing?—A. Absolutely no. We had no interest whatever with Mr. Douglas, and we are his strongest competitors. If you go out in the country you will find the British American Elevator Company is fighting the Canadian Elevator, the Dominion Elevator Company, and the Winnipeg at every point; we are after the grain just as keenly as he is.

Q. As far as the Grand Trunk Terminal Elevator is concerned, you are in connection with that?—A. In the lease.

Q. You both use it together?—A. No, we formed a company, the Grand Trunk Pacific Elevator Company, and there was an agreement, as I said, to build not less than 160 country elevators within five years, 80 within the first three years.

Q. How many competing companies are there? There is the Douglas interest, and your interests, which are practically all the competing companies?—A. No, sir, there are any number of independent people on the Grand Trunk Pacific; the Canadian Elevator Company are interested there.

Q. I am alluding to the large companies?—A. The Carruthers interest, they have a number of elevators, and all of the companies. The Western Canada, I think, are interested on the Grand Trunk Pacific. You will find companies at every point.

Q. How much grain do you handle in you terminal elevators for outside companies?—A. I do not understand the question.

Q. How much grain do you handle for outside companies which you have no interest in, in your terminal elevator?—A. The Grand Trunk Pacific elevator was only completed and turned over to us the first day of September, and there was not much business done there. Furthermore, their lines are just being constructed, and of the 80 country elevators which we have to construct, forty of them were built this year. In the Canadian Northern we handled, through the Port Arthur elevator, thirty million bushels of grain. Our own company did a business of approximately six million bushels of grain shipped from the initial country points, but after the close of navigation we financed and bought upwards of four to five million bushels of grain for storage in the elevator. We have to-day about five and a half millions of bushels of grain in store in the Port Arthur elevator. We own about four million bushels that we have put in there for storage awaiting shipment.

Q. I want to find out exactly how much grain you handled for outside companies that you had no interest in yourselves, that you controlled during the season?—A. You see, Senator, the grain is not diverted, the grain on the Canadian Pacific railway largely goes through the houses on the Canadian Pacific line, that is the Canadian Pacific elevators, the Empire and the Consolidated, and the Ogilvie, and so forth.

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On the Canadian Northern, they go largely through the Canadian Northern house, because the stuff is billed to Port Arthur through that warehouse, and through Thunder Bay, and shipments to the Ogilvie Company and their mills.

Q. Is your company connected largely with Duluth?—A. We own the largest capacity in Duluth, about twelve million bushels capacity. We are interested in Minneapolis; we have about five million bushels of capacity in Minneapolis; about two in Omaha, one in Kansas City, and three in Chicago, and we have about four hundred country elevators in the States with a capacity of about fifteen million bushels; we handle about forty million bushels of grain in the States and approximately a like amount in Canada.

Q. You heard the statement made by Mr. Searle with reference to the Canadian Northern leasing?—A. Yes.

Q. He left the impression on my mind that the Canadian Northern people would not have gone into that lease without there was an undertaking on the part of your people to build a certain number of elevators through the country?—A. I will explain that, and I will go into detail a little. I was in New York—in the first place Mr. Peavey himself had been approached, through his life, by the bankers to go into Canada. Twelve years ago I went up there to investigate. Three of the principal line companies that are now quoted here were for sale, offered to us. The conditions surrounding the business at that time were not advantageous, because we are bankers and warehousemen, and we won't go in where we cannot absolutely sell our grain for future delivery. We do not speculate at all. So the conditions at that time were not auspicious. It had been talked by some of our friends in Canada to the Mackenzie & Mann interests several times, so that they were familiar with us and our business, and name, and I met Colonel Davidson in New York five years ago, and he said the Mackenzie-Mann people would like to have us take one of their terminals. I said we would not consider going into Canada at all unless we had a terminal. He said, 'I think if you will take the matter up with them you may be able to obtain a lease of those terminals.' I said, 'All right, I will take it up with my associates.' When I got home, Mr. Wells and I wired to them that we would be very glad to confer with them; and we went to Toronto, and one of the conditions, we would not even investigate the business unless we had a lease of those terminals, knowing the general trend of the business, knowing what ultimately must take place. They finally agreed to that, and in our written agreement we agreed to build fifty country elevators to start with; before we would even consider that we must have the negotiations settled with regard to the terminals.

Q. How long is your lease?—A. Five years, with a period of five years longer, and continuing thereafter for one year—from year to year.

Q. If the railway company were to cancel that, you would consider you would have an action for the expense you have been put to in building these elevators?—A. It is a little difficult to tell exactly what would be our position, I am not lawyer enough to know; they might have an action against us.

By Hon. Mr. Lougheed:

Q. Is there any analogous legislation to this in any of the states of the union?—A. Absolutely none. The Minnesota laws really control the movement of all the grain of our Northwest, that is North Dakota and South Dakota. The stuff comes through Minneapolis or Duluth, and comes under the care entirely of our Minnesota laws; and they have a warehouse commission appointed with rather wide powers, just as we have suggested here; but the law specially provides that with a private elevator they have no jurisdiction; they have even no right to go and inspect the grain. It is, however, an accepted custom that we desire inspection, because it is upon inspection that grain is sold.

By Hon. Mr. Lougheed:

Q. Are you aware of any such law in operation in any country?—A. Absolutely not. You could not exist, you could not continue to do business. You

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cannot get people to come into a country and invest money upon any such bill as this; they must control their own property. We do not ask that. We will take our chance in competition and assist the government in whatever laws they make. We made an unfortunate mistake, and it was on the advice of Minneapolis that they did it. Our people in Winnipeg and our lawyers protested, and for the sake of stopping legislation and talk, Mr. Wells said we had better have this thing shut off and stopped.

By Hon. Mr. Davis:

Q. You heard the statement made by Mr. Douglas, that one of the reasons for him coming here to invest their money was, as I gathered from him, that it might mean an agitation was going on to control—?—A. Mr. Douglas does not happen to be interested in the grain business in the States; he is not a grain man. The Peavey interests have been allied with the grain business since long before my connection, some 35 years ago, and their whole business has been built up as grain merchants; they are essentially grain people; and while Mr. Wells and I do not handle details we keep in touch, and are in an advisory capacity with all our grain interests.

By Hon. Mr. Talbot:

Q. Is the Minnesota law fairly satisfactory over there among the grain growers, or is there agitation against it?—A. I think there is always misguided agitation where so many people are interested; and you will never have laws that somebody will not find something wrong in. It is entirely out of place for me to suggest; but I heard the representations which the farmers made to the government last December, and followed them carefully, and have read them—some of them are misguided. I am sure that things were not wilfully misquoted, but they are wrong, and I can prove them wrong by facts and figures.

By Hon. Mr. Young:

Q. It has been suggested that you and your institution were driven out of the United States. Is that a fact or not?—A. It does not seem so. We have twelve millions of capacity at Duluth and we are still in business at every point that we were in business. We handled all told, about eighty million bushels of cash grain in our various interests.

By Hon. Mr. Campbell:

Q. What do you consider the advantages of having your own terminal elevator? You have a line of fifty or sixty elevators located along the railway, could you operate those if the terminal elevator was owned by an independent concern or a different person?—A. Yes, we could, but every one goes into business for profit. I do not hesitate to say that. We are not looking for five per cent investments in Canada when we can buy bonds on that basis. We invested in country elevators because they were profitable in connection with the grain handling business; and I would not come before this committee and avow to them that I am such a fool—that we are philanthropists enough to come out of our country and make investments unless they are profitable.

Q. Then you want your terminal elevator for the same reason of course?—A. Absolutely.

Q. That there is a profit in handling it?—A. Yes.

Q. The same as another man with his mill, he grinds the wheat and makes a profit out of it. You buy grain from the farmers and ship it to your own terminal elevators; if those terminal elevators were owned by somebody else who had no interest in the grain, you would simply have to pay the charges, and you would not make any profit?—A. We would lose control of the grain which is handled. Seventy per cent of the crop is moved in the fall, a large percentage of which is bought right from the farmers. He claims an interest clear through to the ship; but he has come in

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at the country point and made the best bargain he can; and I will state on oath before you, that there is not one single line company in Canada to-day operating that in the last five years has not given the farmer a higher grade than has been received by government inspection in Winnipeg; and I will prove it by books and facts.

By Hon. Mr. Douglas:

Q. Do you know anything about instructions being given by men in the grain business to their agents that they must buy one grade lower when they start out to deal with the farmer. The farmer invariably suspects that he does not get the grade his grain demands, but he gets a grade lower, that is the margin?—A. My statement, which I just made, was an answer to that; that is, the grade which the country operator, or country buyer, has given the farmer, as against the grade which he has received when the grain arrived in Winnipeg and has been graded by the government officials, shows a loss in our different companies, 14 per cent loss in one to 21 per cent in the other, actual loss of grade. That is a perquisite to the business. We are not philanthropists, but where you have a farmer coming in to a place where there is competition, everybody crying to get his grain, and with men, who are, after all, human, you cannot give them absolute instructions—the farmer comes up and takes his wheat off and says, 'What grade will you give me for that?' 'I think that is One Northern, pound dockage.' 'So-and-So over here says he will give me Hard for it.' What is the inference? That competition makes your agent go up every time, not only in Canada, but in the States; and if you get a wet crop it often runs into a very large amount. We have cases in the cold weather, where the nerves of the man who is handling the business are not sensitive to dampness and in the cold weather he cannot tell it, and—I leave it to any of the gentlemen here who know—he will over-grade that grain every time.

By Hon. Mr. Douglas:

Q. It very rarely happens in our dry country?—A. We had a fairly dry crop this year.

By Hon. Mr. Talbot:

Q. Buyers are probably warned to be careful in damp weather?—A. We are warning them all the time; it is our one effort to get it done. Would not you, if you were losing grades? If you were managing a company and you had a hundred men over the country buying grain and you knew that one of them was losing grades, would you not get after him? Every day we are writing, 'Your car showed a loss.'

By the Hon. Mr. Lougheed:

Q. Are those figures on record as to the loss of grades in the inspecting office?—A. They are only between our books and their actual inspection.

By the Chairman:

Q. Take your whole business, what would the average be?—A. Take a period of five years and I would say it is ten per cent loss in grades.

Q. The past year?—A. About 15 per cent.

By the Hon. Mr. Lougheed:

Q. That is, your purchasing has been ten per cent higher than the inspection?—A. Yes.

By the Chairman:

Q. The grading of your buyers shows an average loss of 15 per cent, compared with the government grading?—A. Below what we paid for it to the farmer.

By Hon. Mr. Davis:

Q. You mentioned the fact that you thought this was pretty stringent legislation. You have read this Bill, and see the powers proposed to be granted to the Commission;

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is this Bill giving any more powers to the Commission than the Commission in Minnesota has?—A. They are not giving any more powers except by these two clauses. The Commission in Minnesota have practically the same powers in that they may make rules and regulations; that is just what we suggest.

Q. They have just as much power as this Commission will have?—A. Practically; the penalties are not all the same.

By Mr. Searle:

Q. They have no control over private elevators?—A. No, but the powers of this Commission are practically very much similar.

By Hon. Mr. Davis:

Q. You were speaking of competition a moment ago, and you told how a man came in and said, 'I can get so much from the other man;' you have gone over the list of elevators controlled by different companies; after the Peavey Company, is there any town that you know of where there are two of those companies doing business or three of them?—A. There are very few here, possibly the National Elevator Company have an elevator at the same town.

Q. Some of your companies are competing in the one town?—A. Only in a very few instances.

Q. That is what you would call competition?—A. Yes, if there are three or four men. I do not believe that there is a single town where any two of our companies are in alone. You know what competition in the grain business is as well as I do. You know that a farmer has a right to get a car just the same as the elevator man. A farmer comes along and gives his order for a car, and he has the same right as I have.

By Hon. Mr. Lougheed:

Q. In your companies is the personnel of one different from the others?—A. All under separate management, and all fighting.

Q. Separate interests and separate shareholders?—A. Entirely.

By Hon. Mr. Power:

Q. Has Mr. Heffelfinger any amendment to submit to the committee that would remove the iniquity of this?

By the Chairman:

Q. He has suggested in his statement his opinion as to these clauses in the Bill; and I take it that that covers his amendment?—A. Yes. I might make this suggestion, that if your Commission are given wide powers and latitude they will be able to meet arising conditions without having to be hampered in the business. By hamper I refer to the question of securing legislation; in other words if this reciprocity measure goes through we are interested, and I do not hesitate to say that we are interested in connection with our Canadian interests; if that goes through and you hamper the natural movement of the grain to Port Arthur and Fort William, you at once put an embargo on its going through, and if this commission were enabled to deal with that condition when the occasion arose, they could do it quickly and no one would suffer, the grain merchants or the carriers, or any one.

By Hon. Mr. Douglas

Q. Probably no one would know?—A. You give this Commission a great deal of power when you allow them to cancel a man's license, with his elevator full of grain that he has bought and paid for and cannot get another one for a year. You are putting in its hands supreme power, and if the men on the Commission are not of such a character that they can deal efficiently with conditions as they arise, then I think, it is a mistake to give them such wide powers.

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By the Chairman:

Q. Your suggestion is rather than the Commission shall be kept with the great detail laid down for their guidance, wide powers should be given them for the management of the business that they are instructed to look after?—A. Absolutely.

Q. Without being hampered with details, that might not meet the situation satisfactorily and would, therefore, not be in the best interests of the business?—A. That is the thought I have.

By Hon. Mr. Young:

Q. Then your procedure would be similar to that before the Railway Commission. If you wanted the regulations changed, or the farmers wanted the regulations changed, then the matter would be brought up before the Commission?—A. Yes.

Q. You would advise that the Commission be empowered to make such changes as they would consider necessary in the interests of the purchaser and dealer —A. Yes, and give both sides the right of appeal to the courts on points of law only.

By Hon. Mr. Young:

Q. You are now dealing with section 122?—A. Yes.

Q. It was suggested by Mr. Searle that the appeal should be to the Governor-in-Council?

By Mr. Searle:

Q. No; I suggested an appeal on points of law?—A. I think Mr. Searle used the words 'Governor-in-Council,' but I think he meant on points of law.

By Hon. Mr. Young:

Q. Then you would want it to be on all fours with the Railway Commission in regard to an appeal?—A. Yes.

Hon. Mr. EDWARDS.—I do not belong to the committee, but may I ask a question? The CHAIRMAN.—Yes.

By Hon. Mr. Edwards:

Q. You referred to wheat finding its way across the line, an embargo being placed upon it; if reciprocity does go into effect, may I ask, everything being equal, will grain be diverted in that direction?—A. Most assuredly.

Q. It will be diverted?—A. Yes.

Q. If things remain as they are to-day?—A. If you put an embargo against it.

Q. But if there should be no embargo such as suggested, will the grain be diverted?—A. No, sir; some will seek that channel, because I think you will need the capacities at Duluth before you can keep up with the production, but not to any great extent. The grain will follow the channel of least resistance.

Q. For the same reason, will some grain come this way?—A. I would not be surprised if some came east, as it does now. We often ship from Chicago via the Grand Trunk through Montreal, because it is cooler in the summer time.

The committee adjourned to meet immediately after the adjournment of the House this afternoon.

AFTERNOON SITTING.

The CHAIRMAN.—There is a gentleman present who desires to be heard, because of his anxiety to leave by train this evening, Mr. Denn, and if there is no objection we will hear him next.

Hon. Mr. CAMPBELL.—Is he for or against?

The CHAIRMAN.—I do not know.

Hon. Mr. LOUGHEED.—If he has to go away, I move that he be heard.

I—S—3½

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T. H. G. DENN, representing the Quaker Oats Company, of Peterborough, Canada.—I wish to thank you for the opportunity of presenting our company's views on the elevator situation as it appears to us. The past year we have used at Peterborough approximately a million bushels of grain per month, composed of wheat, oats and barley, largely the growth of the Canadian Northwest, and we are frank to admit that this grain has been handled through the terminal elevators at Port Arthur and Fort William to our entire satisfaction. At the beginning of a crop year it is customary for us to secure standard samples of the various grades of grain as struck by the government survey board at Winnipeg and when making our purchases we base our values on said standard samples. When the grain arrives at Peterborough it is sampled by us before unloading and we are pleased to be able to state that we have never as yet found it necessary to call for a reinspection. We admit, however, that we registered a complaint on two cars of wheat received from one of our cargoes via Midland, for the reason that the wheat contained a larger per cent of foreign matter than provided for in the standard. The cause of this was explained by Mr. R. F. White, agent of the Grand Trunk at Midland, that the wheat in these two cars came out of the bottom of a bin in one of their elevators.

Again, our company has had under consideration the question of the erection of another plant at some suitable point in the Canadian Northwest and should this become an accomplished fact, as we sincerely trust it will, it is just possible that we may be compelled to erect a terminal house at Fort William or Port Arthur to enable us to accumulate sufficient supplies of grain to take care of the output of our mills for an all-year grind. The passing of this clause would block a project of this kind.

After carefully considering the whole question it is our opinion that the appointment of a commission clothed with sufficient power coupled with the present inspection system of the government would be ample to protect the mutual interests of the millers and grain growers.

By Hon. Mr. Campbell:

Q. Then I understand that you are opposed to these two clauses?—A. Opposed to these two clauses.

By Hon. Mr. Talbot:

Q. Under clause 123, this terminal elevator would not have to be away from the mill?—A. You will realize, that if we went to the expense of building a terminal elevator at Fort William; the overhead expenses, fixed charges and labour would be practically the same and we would probably want to do as our competitors; for instance as the Ogilvie people are doing at the present time.

By Hon. Mr. Lougheed:

Q. Do you regard your mill as a flour mill?—A. Flour and oatmeal, cereals.

Hon. Mr. TALBOT.—This section shall not apply to any terminal elevator used or operated in connection with any flour mill situated at the same point as such terminal elevator.

By Hon. Mr. Lougheed:

Q. That clause would operate against you under these circumstances?—A. Yes.

By Hon. Mr. Young:

Q. Do you get your shipments from the terminal elevator at Fort William?—A. We buy our grain through a brokerage firm in Winnipeg, and all warehouse receipts are turned over to the Lake Clearance Association and the shipments of the grain are entirely in their hands. One cargo will come out of the Empire, another from the Canadian Pacific, and another from the British American, whichever terminal the Lake Clearance Association has the grain in at the time the shipment is made.

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Q. You notice no difference?—A. No difference.

Q. If you are getting grain from Fort William, you have no choice as to what terminal elevator it comes from?—A. No.

Q. You use a million bushels a month?—A. Yes, approximately.

Q. The greater part of which comes from the West?—A. The Canadian Northwest.

Hon. Mr. POWER.—If your mill is to be regarded as a flour mill, would not you be exempt?

Hon. Mr. LOUGHEED.—No, because it would have to be situated where the terminal elevator is situated.

By Hon. Mr. Talbot:

Q. This elevator that you contemplated building, will be used for other purposes than in connection with your mill at Peterboro'?—A. That is a matter of policy that would have to be decided. Undoubtedly as a business proposition we would, in all probability, want to compete with existing companies that are doing business there at the present time, if we should go there.

By Hon. Mr. Davis:

Q. Has your company any stock in any of these terminal elevators?—A. I do not think they have one dollar, not one dollar to my knowledge.

Q. Have any of these companies stock in the Peterboro' concern?—A. Not to my knowledge.

Q. The only way this would affect you is that your mill would not be located at the same place as the elevator.

Hon. Mr. LOUGHEED.—Their mill would be at Calgary.

The CHAIRMAN.—Or Prince Albert.

WITNESS.—I have been at both places. We have at Peterboro' now a million and three-quarters storage capacity.

By Hon. Mr. Davis:

Q. You buy simply for your own use?—A. We sell some wheat, not very much oats.

Q. You do not handle wheat?—A. Yes, we operate a flour mill.

Q. If you had a terminal elevator at Fort William would you be afraid of any mixing at Midland?—A. If there is going to be any mixing I do not see why it would not be as liable to occur at Midland as it would at Fort William. At the time we registered this complaint about these two cars, we received a sample of the grain that is of the cargo from Mr. Gibbs at Fort William, and that was the sample we worked by. We receive a sample as the usual thing out of each cargo and we expect to get the grain at Peterboro' equal to that sample.

DONALD MORRISON, representing the Western Terminal Elevator Company, then addressed the committee.

I got in only this morning and have not had time to prepare very much. A good deal of the ground that I could cover has been covered by people who are perhaps better able to do it than I am, that is on the question of the loss that would be sustained by the parties losing the control of the elevators.

By the Hon. Mr. Lougheed:

Q. Where is the Western Terminal elevator?—A. At Fort William.

Mr. Morrison read the following letter:—

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OTTAWA, March 21, 1911.

HON. MELVIN JONES,
Chairman Senate Special Committee,
Ottawa.

DEAR SIR,—The president and general manager of the Western Terminal Elevator Co. being absent in Britain, I, as a stockholder, have been asked to say a few words protesting against the enactment of clauses 123 and 242 of the Grain Bill now under discussion. To have such become law seems to me unreasonable and unjust, as it would most seriously affect the investment the various stockholders have made as well as the security held by the Canadian banks, who have advanced us the part of our capital not paid up by the stockholders.

Our terminal is fed by six different companies operating about 110 country elevators, such elevators being in Manitoba, Saskatchewan and Alberta, and in an ordinary year would handle not less than six million bushels of grain. The companies are the Prairie Elevator Co., the State Elevator Co., the Central Elevator Co., the Golden West Elevator Co., the Beaver Elevator Co., and the Western Elevator Co. considerable has been said here to-day about mixing in terminal elevators. To save time I will state now that our elevator was not found guilty of any infringement of the present law in that or any other direction, so far as I am aware.

It seems to me that the government in the new commission will have ample means to cope with any difficulty that may arise in the future in connection with the running of the terminal elevators at Fort William and Port Arthur without injuring the interests of innocent investors and stockholders, and I would plead with you on their behalf.

Yours truly,

(Sgd.) DONALD MORRISON.

By the Hon. Mr. Lougheed:

Q. What is the capacity of your elevator?—A. About nine hundred thousand bushels.

Q. What money have you invested in that, roughly speaking?—A. It is close on to \$400,000.

Q. Are the interests represented by your elevator likewise interested in the grain trade?—A. Yes, all of them; the six companies really own the terminal.

Q. I suppose the members of the companies also would be interested in the grain trade outside of elevators?—A. Yes, sir; that is right.

By the Hon. Mr. Young:

Q. Are the stockholders confined to Canada alone?—A. Yes. So far as I am aware they are all in Canada.

By the Hon. Mr. Davis:

Q. You say that the six companies which you alluded to are companies doing business in the interior?—A. Yes.

Q. You say they practically own this terminal elevator?—A. Yes.

Q. To your knowledge are those six companies controlled by the Peavey people?—A. I know they do not control any of them.

Q. They are all independent companies?—A. Yes.

Q. How many elevators have those six companies operating in the interior?—A. About one hundred and ten.

Q. That is scattered out through Manitoba and Saskatchewan?—A. And some in Alberta, not many there, but there are some.

Q. Your people were not mixed up in this prosecution?—A. No, I understand not; I was not here at the time it was going on, but I understand they were not mixed in it in any way.

Q. You would not know anything about it?—A. I would have heard it if they had been.

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Q. You do not know anything about the conditions under which the prosecutions took place, and why?—A. I understand they were accused of mixing grain.

Q. When was this accusation made, what month of the year?

Hon. Mr. YOUNG.—He says he was not here.

Hon. Mr. DAVIS.—He knows what month of the year they made the accusation?—

A. It must have been after March.

The CHAIRMAN.—Do you know the month of the year?—A. No.

By Hon. Mr. Lougheed:

Q. What will be the possibility or probability of separating the interests, namely, the interests of the terminal and the interests in the country elevators and disposing of their interest in the terminal elevator without making a substantial loss, that is, taking into consideration the powers vested in the government by this Bill to place the Commission in control and practically in possession of the terminal elevator?—
A. I do not see as a matter of fact how they could be operated at all. We could not sell the elevator. I do not know any one that would be so foolish to buy it without he had feeders for it.

Q. So that if those two sections were to become law so that the two interests would have to be separated, you feel reasonably assured you could not make sale of your interest in the terminal elevator?—A. Yes, I feel quite positive about that.

Q. And it would represent practically a loss to you of the amount invested in it?—
A. Practically the amount invested.

By the Hon. Mr. Davis:

Q. You say you could not operate a terminal elevator without you had feeders. Is there any more capacity in the terminal elevators than is required at the present time for the average crop of the west?—A. No, I don't know that there is.

Q. Would there be enough for all the terminal elevators, provided you had no chain of interior elevators at all, no feeders; would not the grain that is grown in the west have to go into those terminal elevators, whether it came to your place or some other person's place?—A. It would come in, but if it did not go through my spout it would not benefit me.

Q. If there is not more capacity there for handling a crop than is needed, you necessarily would get your share?—A. Take the Canadian Pacific railway, the cars that come in billed ordinarily on the Canadian Pacific railway without the care of anybody go into the Canadian Pacific railway elevators, and the same is true of the other elevators and railways, the Grand Trunk and the Canadian Northern.

Q. In building that elevator and operating it, don't you figure on getting enough money on handling the grain that goes through it, irrespective of whether the grain is yours or belongs to others, to pay the fixed charges and give a return on your investment?—A. No.

Q. Do you get a dividend?—A. We have not so far.

Q. Are your charges too low?—A. I think we have earned some money, but, as I stated, we have borrowed money from the banks—

Q. That may be, but does the business of handling the grain going through the terminal elevator pay the fixed charges and running expenses and return a dividend?—A. It would as it is running now, but I do not think it would if run without the feeders. I think it is the grain that we send there that makes it possible to earn.

Q. How do your charges there compare with the charges of other elevators across the lakes?—A. I am not prepared to answer that.

Q. As a matter of fact are not your charges twice as high as they are across the lakes?—A. I am not prepared to answer that, I do not know.

Q. You make the statement, if you were prevented from operating inferior elevators this property of yours would be useless?—A. That is my firm belief.

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Q. Did not you know when you went into this undertaking that the government controlled the grain trade?

Hon. Mr. LOUGHEED.—No such legislation has this in view?—A. We did not suppose for a minute that any such legislation as this would have any chance of being adopted.

By Hon. Mr. Campbell:

Q. I suppose you have a Dominion charter giving you power to operate a terminal elevator?—A. I am not quite familiar with all the details of it, but I feel pretty sure it is a Dominion charter.

The CHAIRMAN.—We can get the information.

By Hon. Mr. Davis:

Q. You claim that elevator could not be run separately from the interior elevators without running it at a loss?—A. That is my belief.

Q. You say the six companies own this?—A. Yes.

Q. You do not know who owns the six companies?—A. I know who some of the principal stockholders are. Of course the stock is numerous and subdivided largely.

The CHAIRMAN.—You say these companies are independent companies from other companies?—A. Yes.

The CHAIRMAN.—He does not want to know the individuals?

Hon. Mr. DAVIS.—No, what I want to get at is, there are certain people doing business in the country who have large interests in the United States, and they have interests here. The Peavey people acknowledged they had control of other companies, and I did not know but what some of those companies were under their control?—A. No, none of them. Neither the Peavey interests nor the interests for which Mr. Douglas spoke of this morning have any interests that I know of, and I feel I would know if they had.

Mr. J. C. GAGE, representing the Consolidated Elevator Company of Fort William, addressed the committee.

As vice-president and general manager of the Consolidated Elevator Company, owning a fire-proof (tile, steel and concrete) terminal elevator of 2,000,000 bushels capacity at Fort William, permit me to outline the drastic effect, if enacted, of clauses 123 and 242, particularly of the Grain Bill now under discussion. One million bushels of the above company's plant was built in 1906 and another million bushels addition completed in 1910, representing a total investment of approximately \$1,000,000. The bonds of the company were purchased by the Minnesota Loan and Trust Company and sold by them in the United States and Canada. The second issue covering the new addition was underwritten by the same company to whom we were forced to turn after an unsuccessful attempt to finance through Canadian and English channels. The determining factor in my decision to be here at this time was a letter from the Minnesota Loan and Trust Company expressing great alarm at the pending legislation in Ottawa as exemplified in clause 242, and the disastrous effect on the securities held by them. The basis of their loan resting on the guarantee of business to the Terminal Elevator through the ownership of country elevators by the stock-holders of the Consolidated. The country line elevator companies interested in the Consolidated are the International Elevator Company, the Imperial Elevator and Lumber Company, North Star Grain Company, Saskatchewan Elevator Company, Peter Jansen & Company, W. J. Bettingen & Company, Inland Grain Company, Saskatchewan & Western Elevator Company, owning 230 country houses representing about \$1,250,000. Thus 95 per cent of the consolidated business originates through its country elevator feeders, and the balance is contributed largely by three large milling companies who have no terminals in Fort William.

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Clause 242, if enacted, would result in the closing of the Consolidated Terminal, as it would be divested of practically all its business. It is inconceivable to me that the enactment of clause 242 can have any good effect for the reason that under the operation of the present Grain Act coupled with the registration of warehouse receipts, neither the country line nor terminal company have any more control of grain owned in the terminals than they have of grain which belongs to the public.

I am, therefore, forced to conclude that the presence of 242 is due to ignorance of conditions surrounding the terminals, and it seems preposterous that the Senate of Canada will be a party to legislation of this kind.

I do not ask for preferred treatment; my plea is for equality with other business of a similar nature, and the enactment of the clauses under discussion will make this impossible. The only effect will be the utter loss of our Fort William terminal and if this be the object of the clause, with it should be enacted a clause making the purchase compulsory by the government of such property as its Act renders worthless to us. To this I think our stockholders would not object. Any other course will entail great hardship and loss to some stockholders and bankruptcy to others, and I cannot believe that is the purpose of the Canadian government.

By Hon. Mr. Lougheed:

Q. If the two interests were separated, the terminal elevator run as a separate concern, could you meet the obligations incident to it, the financial obligations?—A. If the two interests were separate to it?

Q. Yes; supposing you charge up against the terminal elevator its cost—I understand you have debentures outstanding to the extent of a million dollars?—A. Not to that extent.

Q. You have a million dollars in the terminal elevator?—A. Yes.

Q. If it had to become self-supporting, and was cut off from the country elevators, could you meet your indebtedness on the debentures and pay a reasonable dividend upon your stock?—A. We could not. We would have to meet our guarantee bonds. Part of this issue of course is guaranteed; we would have to meet that from some other source, not through the earnings of the terminal.

Hon. Mr. THOMPSON.—If you get the same quantity of grain you could—A. If we could, but as a grain man I know that is impossible.

By Hon. Mr. Lougheed:

Q. You get what percentage of grain through your country elevators?—A. Ninety-five per cent.

Q. If the two interests were separate?—A. It takes about five million bushels before you begin to earn anything.

By Hon. Mr. Davis:

Q. Would not a share of that grain that is taken into all these two hundred and thirty elevators go into your elevator, supposing you separated the two?—A. How can you separate them? Under this law, you would not be allowed to if we had an interest in this terminal. What good would it be?

Q. Supposing your outfit was running as a terminal elevator separated from the others, would not you get your share of this trade of the two hundred and thirty elevators working in the country; that grain would go to some elevators down there. You cannot assume you cannot get it?—A. Our experience leads us to believe we would not get it; it would not follow that channel except at a time when all the other interests in Fort William were choked, then I presume we would get the overflow.

Q. Are we to understand that you are losing money on your terminal elevators and making it up on the interior elevators?—A. I do not think I made that statement.

Q. You made the statement that the elevator would not pay?—A. That elevator would pay with the same volume we are getting now; but you must understand that freight which originates on the railway goes to these terminals. They are not going to snip it to terminals they are not interested in if they can help it.

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Q. You think there is a great deal more terminal capacity than what is required at Fort William and Port Arthur at the present time?—A. I did not say that; there might not be. There might be times of congestion; as a whole there may be sufficient capacity at the present time; but Western Canada goes ahead pretty rapidly; we may have 200 million bushels this year, whereas we had only one hundred millions last year.

Q. Some one made the statement here this morning, in talking about grades that they lost over ten per cent on their grades; so apparently they were losing money in the country?—A. That does not follow.

Q. If they lose in the country and lose in the terminals, it is a wonder the people exist?—A. I have not made that statement.

By the Chairman:

Q. I think that is hardly the best way to have the evidence registered. It may carry to the reader that that was said. It do not think any one intended to say that it did not pay.—A. We would not be here if we lost money.

The CHAIRMAN.—I think the best way is to put a direct question and get a direct answer.

By the Hon. Mr. Davis:

Q. You have how many companies doing business and connected with your company?—A. I do not remember the number, seven or eight. They are all named in this paper.

Q. Do you know from your own knowledge whether there are two or three of those companies doing business in the interior in one town?—A. Yes, I have absolute knowledge where all those elevators are situated, and while I am not interested in all the companies I am a competitor of all the companies that are interested in the Consolidated, and I know where they are.

Q. Would there be more than one of these companies doing business in the one town, or two of these companies?—A. There might be. I am sorry to say there are some points where there are, and it is the worst competition we can encounter, and perhaps a dozen other competitive influences at work.

Q. We have talked about competition, competition regulating this and regulating that; what I want to find out is, is there actually any competition if you have three or four or five or six companies connected with this terminal elevator doing business in one town? I cannot see where the competition is?—A. I do not think you have ever been in the grain business. Many competitive influences are at work in the grain trade, and if there was no competition the farmer would not be compelled to put his grain through a terminal elevator.

By the Chairman:

Q. In the various companies, are there certain stations in northwestern Canada where the various companies have elevators—more than one?—A. Yes, there are some stations.

Q. Is there competition in buying where there is more than one?—A. Yes. Of course the country lines are independent. There is no connection except that they hold stock there, and naturally let their grain come to that terminal, but that does not mean a community of interest.

By Hon. Mr. Lougheed:

Q. So that as to different elevators owned by different companies there is keen competition?—A. Yes.

By the Chairman:

Q. Is there the same competition between these various country elevators that there would be if they were not stockholders in the same terminal elevator? Does that influence the competition?—A. Not in the slightest.

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By Hon. Mr. Davis:

Q. Does not the grain exchange arrange the price of the grain every day?—A. The grain exchange does not. The market price is made in open competition. There is a certain price, the closing market price, and the price is sent out.

Q. If you were operating an elevator in a town, the grain exchange would send you the price?—A. No, I do not think the grain exchange has anything to do with it. There is some association sends out the price.

Q. They all get the one price?—A. Yes.

Q. And it emanates from one source in Winnipeg?—A. Yes. You can only have the one price in the market, no matter who fixes it.

By Hon. Mr. Lougheed:

Q. If these two sections went into force and you were compelled to separate your interests, the terminal from the country elevator, what effect would it have upon the financial status of your company?—A. It would be disastrous. I cannot say what the company would have to call upon its stockholders to make, to take care of the obligations, certainly we would never be able to carry on in future the business of a consolidated elevator company.

Q. Can you separate your expenditure upon the terminal elevator, and realize that expenditure by making a sale of the terminal elevator, in view of the drastic character of the legislation?—A. Not unless the government would take it, or the railroads. The Canadian Pacific railroad might, but I think they are not over-anxious to increase their capacity. It has not been too profitable.

Q. You do not think you could make a sale of it on the open market?—A. I am certain of it.

By the Hon. Mr. Davis:

Q. Were you connected in any way with these transactions last fall?—A. Yes.

Q. What time was it when the government found out about this? Was it not in the month of December?—A. I do not know. That is a matter of record. I do not remember. It was in the winter time, sometime, I do not know the exact month.

Q. You had from December till the next August before there were any prosecutions?—A. Well there was the investigation. I do not think there was any great hiatus between the time the investigation took place and the cases came up. It ran over six or seven weeks. I know that our books were examined and our company insisted upon the books being brought, and a fine was imposed.

Q. Did your company plead guilty?—A. We pleaded guilty on a technicality, yes, of an advancement of grain. The point I assume you want is the mixing in of these grades. Well we were not fined for mixing. There was a nominal fine of \$50 for making an advance, not mixing. Nothing of that kind was shown.

Q. What were you fined for?—A. For making an advance to the Lake Shippers' Association.

By the Hon. Mr. Davis:

Q. An advance of money?—A. No, an advance of grain. A loaded boat in distress needed a little wheat in the harbour.

Q. That is a breach of the law?—A. Yes, it is a custom in vogue a great many years in Fort William.

By the Hon. Mr. Young:

Q. A loan of wheat?—A. Yes, a bill of lading representing a carload of wheat that was consigned to the house, we would make an advance of actual wheat against this wheat which would come in to replace it.

Q. You were fined \$50—A. Yes.

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By Hon. Mr. Davis:

Q. It was stated that there was a difference of a certain amount of the wheat graded into the elevator and the wheat graded out of the elevator?—A. The alleged complaint was an error of 80,000 bushels in reporting, and the reason for that was an advance of wheat. That is the point. There was no error that I know of. The only error I know of was of 16 bushels in the total quantity—

Q. This took place at the close of navigation?—A. I think it was previous to that.

Q. When did the transaction take place?—A. I think it was in the spring.

Q. Another gentleman said in August?—A. He might be right. I am not giving this as a fact. I do not know. I think this was in the spring, within six or seven weeks after the complaints were alleged.

Q. According to your statement, you lent some grain in December, at the close of navigation?—A. I don't just remember the time.

Q. And the prosecution did not take place till the next August?—A. Oh, that is wrong.

Q. The government had all that time to investigate and substantiate and see whether there was anything wrong?—A. There is not anything in that.

Mr. WELLS.—The weigh-up was in December; the case came to trial in March, and the final weigh-up was in August.

By Hon. Mr. Talbot:

Q. The finals returns showed that the number of bushels of No. 1 and No. 2 Northern that you got corresponded with what you sent out?—A. Approximately. It would be impossible to have them come out exactly right. It could not be possible in the handling of nine or ten million bushels to have the grade come out exactly.

By the Hon. Mr. Davis:

Q. Are you in favour of mixing?—A. It would depend. It does not make any special difference to my business whether we mix or not. From a money-making standpoint, I do not see that it would make a great deal of difference because there would be competition. If we had a monopoly of it, it might be a good thing from a financial standpoint.

Q. Would you be in favour of it?—A. I think it is not a scientific way to handle grain, the method that is being adopted in Canada. I think the other is a more scientific way and would bring back more money to the producer. I think there is a tremendous loss to the farmers of this country, on the low grade wheat especially. There may be a slight enhancement following the preserving the identities of the higher grades, but I think it is more than off-set by the loss on the low grades.

By the Hon. Mr. Talbot:

Q. How does that loss arise?—A. Because there are so many different grades that a market is not established for a type. In mixing a type is made, and a market can be established for that type and as it is now there is something like two hundred grades, and if there is only a small quantity of one grade it does not find a market, because there is not a sufficient quantity to interest the purchaser. They can get no sufficient market to induce them; whereas in mixing a great many types will go into one grade and it is brought up to a standard that is recognized in the world's market and can find a market.

Q. Have any of your companies sold any elevators to the Manitoba government?—A. One particular company I am interested in sold eight houses, and I think the other companies sold fifteen or twenty among them. I would not know the exact number because I do not know anything about the other companies. The inside of their business is none of my business, except we contribute to the same terminal.

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By the Hon. Mr. Davis:

Have you more elevators in Saskatchewan than in Manitoba?—A. Yes, we have, two to one.

Q. You know some action has been taken by the local government?—A. Yes, I have read the Bill. It has been passed.

Q. I suppose you are willing to sell your elevators?—A. I am ready to sell anything I have in Western Canada if I can get cost price out of it.

By the Hon. Mr. Kirchhoffer:

Q. Anxious to get out of it as quickly as you can?—A. Yes, I am quite ready to leave the grain business; if I can get out even I would be glad to turn it over.

By the Hon. Mr. Talbot:

Q. You spoke about two hundred grades. Who made the grades?—A. Well, the different variations of each grade, for instance one northern—

Q. How many does the Grain Act recognize?—A. There are various variations of each grade—

The CHAIRMAN.—He does not refer to grades that are established. He refers to the fact that there are two hundred kinds of wheat grown that will grade differently, and that will not be like each other exactly.

By the Hon. Mr. Young:

Q. There are the fluctuations?—A. There may be ten graduations of one northern on account of smut and things.

By the Hon. Mr. Douglas:

Q. How is it that some grades have gone out of sight?—A. I do not think the records of Fort William will show that any grades have disappeared this year.

Q. You have No. 1 extra hard?—A. The country does not raise very much hard wheat.

Hon. Mr. DOUGLAS.—There is not enough of this No. 1 hard now raised in the country, it is not worth while making it a grade. We set it off and advance No. 1 northern up to the highest standard, and that is playing into the trade and giving them prices apparently—

Mr. GAGE.—Do you know the difference between No. 1, northern and No. 1 hard in price?

Hon. Mr. DOUGLAS.—Decidedly.

Mr. PAGE.—If there is any difference, it is about a cent higher.

Hon. Mr. DOUGLAS.—It is a good deal more.

Mr. PAGE.—It has not been in late years that I know of in the western grain trade. I would like to make a statement along that grade line, that our loss is 24 per cent this year in the International Elevator Company. I am not particularly proud of that statement, but that is the fact.

Hon. Mr. DOUGLAS.—Whether right or wrong, I am informed, and indeed I know from personal experience, that when an individual offers to buy on the track a carload of grain, he offers you a certain grade at a certain price; from personal experience I find it is better not to deal with these companies, because I can get one grade higher for my grain and get a better price by shipping over the platform and dealing at the Lakes through a commission merchant, and dealing at the banks. They never offer the price for No. 1 hard. No. 1 hard has gone out of the history of the grain question, and then there is No. 1 extra hard; in those days it was considered too good to be put into the samples, because it might probably knock out the products of certain districts of the country and in consequence it was left aside. I remember being present when grades were struck in Ottawa, and there were 25 bags of beautiful wheat standing against the wall, and I asked why is this set aside and rejected. I was informed by the parties appointed by the government—and I think I had some-

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thing to do with their appointment also—some members of it—they said: 'This grain is altogether too good. It weighs 64 lbs. to the bushel. If we put that into this extra grade and establish certain commercial grades, we are going to knock Portage la Prairie and some other districts,' and the consequence is these upper grades were lost sight of, and now we have 200 grades at the bottom. That is illegal. They have no legal standard. We do not check those grades. The government inspector does not do that.

By the Hon. Mr. Young:

Q. Do you buy wheat in the elevator?—A. Yes, we buy wheat in every conceivable way that it is offered to us.

Q. Do you buy on Fort William inspection as a rule?—A. I should say, without figuring it out, that 75 per cent is subject to grade at Winnipeg. If it grades No. 1 hard we pay for No. 1 hard.

Q. Supposing a car was offered you that had not gone through the elevator, what would you offer for it?—A. The basis of the grade at Fort William.

Q. You would wire him Fort William prices?—A. Exactly.

Q. The grading of that would not be in your hands, as a purchaser at all?—A. No; a small percentage of our business we buy by the wagon load.

Q. On the track?—A. No, it is covered entirely by inspection at Fort William.

Q. The custom is to offer a man the price at Fort William, on a grade basis?—A. On the Winnipeg grade.

Q. You could not do the farmer up in that way?—A. No, I have never been able to.

Q. It was mentioned a moment ago that there were serious losses through the grading section, in the lower grade; will you explain that to the committee?—A. Serious losses, serious losses to the farmers. I gave as a reason, that there are so many grade that it requires great space in the terminals, and there is not sufficient quantity of any one of these particular grades to establish a great market for it. It usually takes two or three months for the purchaser in the old country to find out what the type of wheat is to be for the year.

Q. Would you name one or two of these, just to give us the level you have in your mind?—A. I do not know, any of the grades, one, two, three, Northern. There is such a thing as a little moisture on a car of No. 1 Northern, very slight. It comes to Fort William and is graded, 'Slightly tough.' When that grain lies in the bin for a few days, or weeks, it is perfectly dry, but it has to go out as tough grain.

Q. Is not that sent to a hospital elevator?—A. Not necessarily, not slightly tough grain.

Q. Smutty grain is?—A. Not all smutty grain goes to the hospital. It is binned in its original state.

Q. Would you chance tough grain in a bin with good grain?—A. I would, slightly tough.

By the Hon. Mr. Davis:

Q. When it goes in and dries up doesn't it improve it?—A. Yes, but it is inspected out as tough wheat and Mr. farmer gets 3, 4 or 5, or 6 cents less for that particular car, that is practically as good as the other; that is the law.

Q. Will a sample mark fix that up?—A. Certainly, some millers wet their wheat before they grind it. This is just in right shape to work on.

Q. What is the spread between No. 1 rejected, and No. 1 Northern?—A. Rejected for smut or what.

Q. Smutty?—A. It varies from three to eight or ten cents a bushel, depending on the demand. At the present time the demand is very light. There seems to be no demand.

Q. What is the spread now?—A. I think six or seven cents.

Q. It goes as high as ten cents?—A. Yes, I have sold it for fourteen cents.

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By the Hon. Mr. Campbell:

Q. It would be very smutty?—A. No, but the higher grades were out of line and there was no demand for this smutty product and it sold for what we could get for it.

Q. Supposing there was a sample mark that would remedy that?—A. Yes.

Q. How many bushels of grain did you put through your terminals last year?—A. About nine million. That was through a million-bushel house. The addition has just been completed this year. We put nine million bushels through a million-bushel house.

By the Chairman:

Q. You did not use the addition to your elevator last year?—A. No.

By Hon. Mr. Davis:

Q. You put through nine million bushels this year and still you are afraid that you would not have work for that elevator if you were disconnected from your lines?—A. I am certain of it. That is the reason we are unable to declare a dividend, that we cannot control a sufficient volume of business. After you got above a certain volume, your fixed charges are met and the balance is in the shape of profit. If you keep under the volume of business required to meet your fixed charges you lose money. I think the consolidated elevator, in proportion to its capacity, has the greatest turnover of any house in Fort William.

Q. How much of that was bought for your own elevators?—A. I think fully ninety-five per cent. There was a very slight percentage that was shipped by a few people.

Q. You charge so much for handling that wheat; how do your prices compare with the prices charged by the other companies?—A. The terminal elevators know nothing about the allied companies. A warehouse receipt is issued and that goes to Tom, Dick or Harry in the trade. There is a charge goes on that warehouse receipt, and when it is finally loaded out the charge is collected. We do not recognize any of the companies.

Q. The charge on the other side of the lake is much lower than at Port Arthur?—A. Do you refer to the American side?

Q. No, the Canadian side?—A. It is an entirely different class of business. They are transfer elevators. They are not storage terminal houses. That was carefully gone over with the Railway Commission about a year ago, as to why there is a difference in the rates between the transfer houses and the terminal elevators at Fort William.

Q. Do you know what the difference is?—A. No, I know that the rate is small.

Q. Isn't your rate double as much?—A. I think it is three times as high, it might be as much as that. There is absolutely no comparison. It might be three times as much and have no relation one to the other.

Q. How do you arrive at that; doesn't it take as much to handle a bushel of wheat on one side as the other?—A. It is an entirely different thing. They are transfer houses, some of the railroads are interested in them, and they simply use them as part of their operating equipment.

By the Chairman:

Q. They use them to get the wheat from the boat to the train?—A. Yes; they are a piece of machinery, they are not considered as storage houses, or as a business proposition.

By Hon. Mr. Davis:

Q. You have a charge for storage and a charge for handling. How do you divide them?—A. The first fifteen days includes storage and cleaning and loading out. After that there is a charge for storage.

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Q. You say that the other is a transfer elevator where they are just pushing it in and pushing it out, and that yours is a storage elevator as well as a transfer elevator. How much do you charge for storage, and how much for transferring?
 --A. Our first charge is three-quarters of a cent.

By the Hon. Mr. Campbell:

Q. Is there a fixed charge in all the elevators?—A. There is a fixed charge, the charge is universal in all the elevators, it must necessarily be so.

Q. That would be fixed by this Commission?—A. This Commission, under this Bill, has power to fix these charges.

Hon. Mr. DAVIS.—These gentlemen claim that it is impossible to run the elevators at a profit, and an elevator across the lake is only charging about half their charges and they appear to be running it at a profit.

By the Hon. Mr. Lougheed.

Q. It gets down to this; the volume of business done by a terminal elevator is contingent upon the energy thrown into the volume of business done through the country elevator?—A. Yes.

Q. Cut off your connection and you have nothing to rely upon?—A. No.

By Hon. Mr. Davis:

Q. The business would have to come into the terminal elevator?—A. It never would.

Q. Why would you assume it would not come?

Hon. Mr. LOUGHEED.—They cannot enter into business in the interior.

Hon. Mr. DAVIS.—If there is enough grain grown in the interior to keep all the elevators busy I do not see that the fact that one man owns a string of elevators makes any difference.

Hon. Mr. LOUGHEED.—Except that the owner has to depend on the voluntary filling up of his elevator.

By Hon. Mr. Young:

Q. When you speak of filling up the elevator; do you refer to conditions that might arise before the close of navigation or winter storage; that is the time your elevators would be full?—A. Yes, towards spring, before the opening of navigation is when they are full. Just after spring opens they are empty.

Q. Towards spring is the time your capacity is taxed?—A. Yes, the only time we are taxed is just at the spring, and the amount of storage we would collect two months after navigation would not be sufficient to maintain this investment.

By Hon. Mr. Davis:

Q. Have not the railroads been compelled to commence hauling out wheat to relieve the congestion?—A. That might have happened several years ago. I do not remember of any recent occurrence of that kind.

By Hon. Mr. Campbell:

Q. What is the storage capacity of the elevators at Fort William and Port Arthur?—A. I think about twenty million; twenty-one or twenty-two million.

By Hon. Mr. Lougheed:

Q. Assuming that the grain crop of the Northwest would increase one hundred per cent in the very near future, requiring a terminal elevator capacity at Fort William and Port Arthur of one hundred per cent increase, what inducement would there be for capital to establish new elevators to meet the additional demand of the grain crop, if this law should come into force?—A. I do not think any business man would hazard his capital unless he could see a good business proposition before he put his

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money into it, and if the public is a little fickle and expect to divert the stuff you immediately get the displeasure of the railways.

Q. If the administration of the elevator is practically taken out of his hand and he is disqualified by having an interest in the grain trade, what would the inducement be?—A. No inducement.

Q. Would you put money into such a proposition?—A. No, I certainly would not. There might be a two hundred million crop and if the market is in a position, on an export basis, that stuff could go through these terminals very rapidly without congestion.

By Hon. Mr. Davis:

Q. Would not an investment in an elevator at the top of the lakes be a pretty good one if we were producing two hundred million bushels of wheat?—A. No, unless we could control the trade. It might be better for the Canadian Pacific railway.

The CHAIRMAN.—I think the gentleman giving evidence has told the committee about fifteen times that an independent elevator held by a private corporation, in his opinion, could not succeed.

Hon. Mr. DAVIS.—The witness says that; nobody asked him to say it.

By the Hon. Mr. Talbot:

Q. In your opinion, the complaints of the grain growers are not well founded?—A. No. The regulations now in the present Grain Act, to my mind, absolutely make clause 242 unnecessary, because it is impossible for any mixing to occur. I assume, when you get down to it, that 242 is intended to cover mixing. We have absolutely no more control of the grain we own than we have of any other car of grain and, if it is impossible for us to mix grain that we own, why is this clause necessary? It is just as impossible for us to tamper with the grain that we do own as it is the grain we do not own. Then why is 242 necessary?

By the Chairman:

Q. It is just as impossible if you own the elevator as if you did not?—A. Yes, and that is the point I intended to make.

Q. You were asked with reference to the difference in charges at the east end of the lakes and at Fort William and Port Arthur. Are the elevators on the east end of the lakes owned by private individuals, and are they used by these individuals for the purpose of receiving grain and loading it out, and do these private individuals make money out of them, or are the elevators owned by the transportation corporations and are they used for the convenience of handling the grain?—A. I think I am hardly qualified to answer these questions, but I believe they are somewhat in connection with the milling companies. We have no interest east of Fort William.

By the Hon. Mr. Talbot:

Q. I would like to ask the difference in the charges at Fort William and Duluth?—A. I am not interested in Duluth, but I think the charges are higher in Duluth than they are at Fort William and Port Arthur.

The committee adjourned until 11.30 a.m. to-morrow.

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THE GRAIN COMMITTEE.

THE SENATE,

March 21, 1911.

The committee continued its sittings in room No. 8, at 11.30 a.m., with Hon. Mr. Power in the Chair.

At the request of Hon. Mr. Davis Mr. Frank T. Heffelfinger, of Minneapolis, was recalled.

By Hon. Mr. Davis:

Q. You were talking yesterday about the Port Arthur Elevator Company; what is the total capital stock of that company?—A. \$200,000.

Q. Is it true that you issue or have issued warehouse receipts for six million bushels of wheat?—A. Six million bushels of grain, yes.

Q. What is the bond?—A. \$50,000.

Q. What would that six million bushels of grain be worth?—A. That would depend upon which it was. We will assume say four million bushels of it was wheat; at 90 cents a bushel that would be \$3,600,000, and assume one and a half millions were oats, at 30 or 35 cents a bushel, say 30 cents a bushel, would be about \$400,000, which would make about four million dollars; and then there would be a little flax and barley, and it might amount to four and a half million dollars in value, depending on the prices ranging. Prices have been higher than that.

Q. Whom is the insurance payable to?—A. To the owner.

Q. That is to you people?—A. The owner of the grain; we give a bond for the insurance.

Q. The insurance is payable practically to your own company?—A. We furnish to the Exchange, it may be to the railroad, every week the amounts of insurance carried. Insurance is covered every week showing just exactly how much insurance is carried, showing that the grain is all insured. There are five million bushels that is fire-proof storage; there is a million on each side.

Q. A company with a stock of \$200,000—is it all paid up?—A. Yes, all there.

Q. A company with \$200,000 stock and \$50,000 bond is carrying four and a half million dollars worth of stuff?—A. Yes.

Q. Without any other security to the people who own it?—A. (No answer).

By Hon. Mr. Beique:

Q. I think the witness might answer that last question. What have you to say as to whether it is a sufficient guarantee to the people?—A. I think it is. In the first place there are five million bushels of it which is fire-proof storage which is insured, though it is customary; for instance, in our Duluth plant, where we own the grain ourselves, we do not insure it at all and the banks accept our collateral for loans without any insurance. Even the grain in the fire-proof storage here is all insured.

Q. If I am not mistaken, what is suggested by Senator Davis is, that you issue warehouse receipts for that, and you may dispose of it, it puts the grain in your power to the value of four and a half millions when your assets are something like \$200,000?—A. \$200,000 and a bond of \$50,000, but the bond is not given for insurance.

Q. If the company were to make away with the wheat the parties holding the warehouse receipts would be without security?—A. They could not make away with it: that is utterly impossible.

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Q. I am following up the question?—A. I was only speaking of insurance. There is no possibility of making away with the grain under the registration system, because every car of grain that is received there is issued a receipt against that car, which is registered by the registrar. The elevator will not load out that wheat to anybody's order without the cancellation of that receipt; so that it is impossible, under the government officials, to load grain out and steal it.

Q. That is what you should explain?—A. The bond is ample for that, although we feel we would personally recommend a larger bond *pro rata* to the storage capacity of houses. That is done in the States; there is a larger bond demanded.

Q. Your explanation is not clear to my mind, it may be clear to the others.

By Hon. Mr. Watson:

Q. Is not that the common way, a warehouse or an elevator may cost four or five or six hundred thousand dollars, and may have ten million dollars worth of storage in it sometimes?—A. Yes, certainly, that is the customary method everywhere of issuing a reasonable bond, whatever is demanded by the authorities for fulfilment of their part for the care of that grain. So far as the insurance is concerned, if you show that the grain is insured in regular line companies there can be no loss on that insurance, as the insurance runs to the holder of the receipt, without the companies all not being good.

Hon. Mr. Davis:

Q. Do you insure the grain for the benefit of the people who would get the insurance?—A. The people who have the warehouse receipts.

Q. Would it be paid direct to them?—A. It would be paid through us.

Q. You would get the insurance if it burned down to-morrow?—A. Yes, through us to them.

Mr. SEARLE.—The policy reads they would pay it only to those as their interest may appear; those who would present their warehouse receipts would receive the money?—A. That is a matter of detail I was not sure of. The question of loading out grain, Senator Beique, did I explain that fully? It would be utterly impossible under the regulations.

Hon. Mr. BEIQUE.—We have your statement; it does not make it plain how it would be impossible, but probably it is sufficient for the present, unless the statement is challenged.

Hon. Mr. DAVIS.—We will get it from the government officials.

By Hon. Mr. Power:

Q. There is one question which suggests itself to me; I understood Mr. Hefflinger to say that about four and a half million dollars worth of grain went through the elevator, and Mr. Davis seemed to think that \$50,000 was a very small bond for such an amount of grain as that; is there that much grain in the elevator at one time?—A. That is the question he asks. There is more than that goes through; that is the amount that might be in store at the maximum time; for instance, at the present time there is something over five million bushels of grain in store. I may say, however, in explanation, that never since we have been running the plant has there been a time when a large proportion of that grain in storage was not owned and paid for by our own company. At the present time the outside liability in connection with that grain is not one-third of the total amount. It is our own companies who own and have paid for the grain.

Hon. Mr. Davis:

Q. You have nothing to do with the Consolidated?—A. Nothing whatever.

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By Hon. Mr. Talbot:

Q. What are the rates charged by the terminal elevator companies at Duluth and Fort William and Port Arthur?—A. I think they are three-quarters of a cent a bushel at Port Arthur and Fort William, including the first 15 days' storage, and one-thirtieth of a cent a day for storage thereafter. That includes insurance. At Duluth the charge is one cent per bushel including the first fifteen day period, and one-fortieth of a cent a day thereafter. That however does not include insurance, the owner of the grain must pay the insurance; but as practically all the grain handled through the terminals is owned by the terminals themselves they pay the insurance. At Minneapolis the charge, including the first 15 days, is one and a quarter cents per bushel with the same rate for storage thereafter, and at Chicago it is one cent per bushel with one-thirtieth of a cent a day.

By Hon. Mr. Davis:

Q. How much at Goderich?—A. I do not know positively, but I would say it was one-half cent a bushel. It is, however, an entirely different proposition; it becomes a transportation proposition.

Q. They have storage there, they give 15 days' storage?—A. But it is a transportation proposition, it is not an elevator proposition in any sense of the word. We have the same character of elevators at Kansas City and at Chicago. We transfer the grain from car to car, or store it for a minimum rate in order to secure that grain for outward shipment. You could not get a private elevator owner to take one of these elevators if they were to give it to him rent free.

Q. We will get the information from somebody else?—A. I can only speak, Senator Davis, because when we made the proposition they offered us the Tiffin house or Midland house and tried to put it in the contract, and we would not take it.

Q. Your charge in round figures is 12½ cents a bushel for a year?—A. If it stayed there a full year it would be approximately 12½ cents, but it does not stay there.

Hon. Mr. BEIQUE.—I do not know that we are not drifting very much from section 122.

Hon. Mr. CAMPBELL.—What has that to do with this clause?

Hon. Mr. DAVIS.—It has a lot to do with it. They are trying to show their business does not pay, and we are saying it does pay.

JOHN W. LOUD, freight traffic manager of the Grand Trunk Pacific Railway and Grand Trunk Railway.

Mr. CHAIRMAN AND SENATORS:—On behalf of the Grand Trunk Pacific Railway, I wish to say a few words as to our interests in the clauses which have been under discussion before this committee. The Grand Trunk Pacific Railway has been constructed, very largely, in order to participate in the handling of grain from the Canadian Northwest. We fear that if the Bill (Q), as now drafted, is passed, a great portion of the grain, tributary to the Grand Trunk Pacific and which we had expected to haul to Fort William, will seek the Duluth gateway. For the reason that in our judgment the restrictions placed by that proposed Bill on the handling of grain to Fort William is so much greater than the restrictions applying to the gateway of Duluth, that grain, at any rate, from certain territory in Manitoba, would go to Duluth instead of to elevators in Ontario. Under the Minnesota law which governs at Duluth, the mixing of grain is distinctly authorized. We understand under the Bill as drafted that the operator of public elevators cannot handle his own grain, whereas a public operator operated at Duluth could do so. If I am right in that it would mean that the operator, doing business at Duluth could work to better advantage than one at Fort William. If that is the case we believe it would undoubtedly follow that a large proportion of the grain which should come to Fort William would find its way to Duluth. In that way it would be very detrimental to the Grand Trunk Pacific, for the reason that we

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would lose the grain at Portage la Prairie or Winnipeg and we would have very little use for the line from Winnipeg to Fort William. In addition to the disadvantage that would prove to the Grand Trunk Pacific, Canadian steamers, if you will permit me to refer to this, will also be affected, for the reason that a Canadian bottom could not take grain from Duluth to Buffalo, but could take grain from Fort William to Buffalo. I think the owners of Canadian steamers are vitally interested in that feature of the Bill. There is the further fact that the New York Produce Exchange, which is the medium which most of the grain through New York and very largely the grain of the United States is handled, is excessively sensitive and actively aggressive in reference to getting all, if they can, of the Canadian Northwest grain through the port of New York. They are continually citing the quantities of grain which go from, if you please, Fort William, by the Welland Canal and Montreal for export and by the Georgian Bay ports and Montreal, believing that they ought to have it all; whereas in my opinion if there is any all about it it belongs to the Canadian routes. I am not talking any nonsense now. The question is a vital one in New York to-day. It is not more than three weeks ago that a grain merchant from the Produce Exchange in New York spoke to me in Montreal about the action their people were about to take, with the view of getting to Buffalo more of this Canadian northwest grain. If it goes to Duluth they certainly have better advantages for getting it through New York than they would if the grain went to Fort William, for the reason that it is the market and the channel through which all their people are working and it would naturally gravitate to New York from Duluth instead of to Montreal. I understand one of the main objects of this Bill is the question of preserving the grade of the Canadian Northwest grain to the British market. I can quite appreciate that the Ontario miller wants to have that grade preserved, and I am in full sympathy with its being done and if it does not hurt the business then I think it is a proper thing to do. The Canadian miller buys his grain on grade. My opinion is that the British miller would rather buy on sample than grade. Therefore, I believe there is a very great deal of sentiment in this so called having the grade in England. I do know that they buy very largely on sample, preferring to be their own judge of what that grain is worth rather than taking the opinion of a grain inspector. What we would like to see instead of public elevators where all grain at a terminal point, Fort William if you please, must be handled by the operator who cannot handle his own grain; we think it would be well if there were two classes of elevators. That is public elevators operated by public operator who could not handle his own grain but must handle for the public only. On the other hand we think that the interest of the Fort William route would be served if it were permitted that a man wanting to handle his own grain could do so in his own elevator, but at the same time he should not be permitted to handle grain for the public. I have a letter written to Mr. Hays by John F. Metcalfe who is one of the best grain experts in this country or any country. Mr. Hays wrote him asking for his views on this Bill, and with the permission of the Chairman I will read his letter.

Following my recent conversation with you in regard to the Bill pending before the Dominion Parliament in regard to mixing of grain I am writing this letter to put my views before you, and particularly to call your attention to what I believe will be the effect on the Canadian grain trade if the law is passed in its proposed form, and the reciprocity agreement also goes into effect.

As I understand the proposed law, it will provide that grain of different grades shall not be mixed in either private or public elevators and that infringement of the law will provide exceedingly heavy penalties. In the first place let me say that I think if this law were to apply to public elevators only, it would be one to which there could be no valid objection. By 'public elevator' I mean one for which the warehouse receipts are negotiable. When grain is put into such an elevator on government inspection and weights and a negotiable receipt is issued therefor, it is perfectly proper that no manipulation of this grain should be allowed. That is the course followed

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in all of the large United States grain terminals, the most prominent being Chicago, where there are a large number of elevators handled in this manner and these are called 'public' or 'regular' houses. The Chicago Board of Trade does not allow cleaning machines in 'public' elevators. Their entire business is to receive, store and ship without change of grade and without cleaning or treating the grain in any way.

There is, however, in every large grain terminal in the United States another class of elevator, called a 'cleaning' elevator. In such elevators the grain taken in is graded by the State officials and is weighed under their supervision. The seller is paid on the basis of the official grade, but when the grain is taken in it becomes the property of the elevator owner and there is no further restriction on its cleaning, bleaching, drying or any other manipulation to which the owner may see fit to subject his own grain. When the grain is sold by the owner, the State again supervises the weighing and officially grades the grain, after it has been delivered to the transportation company, the purchaser buying it on grade. Whether this grain, however, came into the elevator exactly as it is graded out, or whether the grade has been raised by cleaning, mixing or other process, is a matter in which the State does not interfere. I am not able to see why any objection should be made to such an arrangement. The owner buys grain which becomes his property and he should be allowed to do what he wants with it.

The contention seems to be made that the farmers will benefit by such a law. I cannot see how it will work to their advantage, in fact, I think it will operate the other way. At the present time the Canadian law is considerably more stringent than the laws in the United States in this regard and this effect may be seen by reference to the market quotations where the difference between standard and off grades of grain is almost always a few cents greater in Canada than it is in the United States. If there were no restrictions on an elevator owner buying these off grades, with the idea of cleaning them, mixing and raising the grade, he could certainly afford to pay the farmer more for such grain than if no such operations were allowed and the competition among the grain buyers for such grain would be encouraged.

The Dominion government has certain standards to which the various grades must conform. If the grain conforms to these standards, why should it make any difference how the grade was obtained? We may take as a parallel case the lumber industry. The grades of lumber allow a certain percentage and dimension of knots, wane, etc., and as long as the lumber conforms to these requirements no objection is made to paying for the lumber as being the grade for which it is sold. The lumberman saws his logs into millrun stuff. He picks out the culls and raises the grade. He then picks out pieces better than the culls but not of the very best and raises the grade of the remainder; but there is no restriction against his selling the poorer grades. On the poorer grades, moreover, he is allowed to leave in the better grades such percentage of the poor lumber as will not lower the standard of the higher grade, and thus the mixing, against which so much is being said in the matter of grain, is allowed in the lumber and other industries without comment.

Similarly in the Portland cement industry there is practically a standard set on the requirements for Portland cement. While various specifications vary in important details, the basic requirements may be said to be identical. No restriction is placed on the cement manufacturer which prevents his cheapening his product by mixing in any way which may be advantageous, just as long as he does not produce cement which will not comply with the standard specifications.

Moreover in one of the most important industries of the Dominion and branch of the grain business, *i.e.* the flour milling industry, the very things against which the mixing law is directed are allowed. The miller may buy any grade of wheat he desires, clean it, wash it, or treat it in any manner he sees fit, and no objection is made to the practice, *i.e.* the miller is allowed to manipulate the grain in any manner he desires in order to make the most money for himself, and the privilege is a

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proper one. I am unable to see how the farmer would benefit by this privilege being taken away from the elevator man, any more than its being taken away from the miller, and I do not understand that anyone makes the claim that a miller should not be allowed to do as he wishes with his wheat.

I do not have to go beyond the period covered by my own memory to get back to the time when cleaning of grain was started in the United States. A Chicago board of trade man, who was prominent in the grain business in Chicago for many years, started to clean grain in his elevator and was actually called before the board and threatened with expulsion for so doing. He fought the matter and in winning his point established the precedent for the cleaning of grain in any manner which might improve it. At one time also, not long ago, there were laws in certain states, Illinois among others, against bleaching of oats. This bleaching consists of treating them with sulphur fumes which remove a slight discolouring fungus. When the process was introduced a law was passed against it, as it was supposed that the sulphur would be injurious to horses. This has been disproved by scientific investigation, the laws have now been changed, and now there is no prominent handler of oats who does not bleach them by the sulphur process.

If the contention in regard to the grading of grain were that there is such a large margin of difference between (for instance) No. 1 and No. 2 that the No. 1 did not get its just deserts, it would seem that the proper course would be to make intermediate grades so as to restrict each class to narrower limits. As a matter of fact, however, grades have been established so close together that it is often difficult for an inspector to say whether grain is No. 1 or No. 2.

A great deal of grain in the United States is sold under certain established trademark names. I have in mind one large dealer who takes any kind of oats which he can buy, cleans, purifies and mixes them in various ways and sells the resulting different grades, four in number, under four different established trademark names. His standards for this product are very exact and he has built up an enormous business by simply taking any oats he can buy and making a grade, which by its trademark alone, will sell the oats in their reputation. I maintain that by mixing a grain handler can establish and keep a more uniform grade than by selling always on the established government grades and not doing any mixing. The grain as it comes from the field is graded in accordance with the proportion of the very best kernels it contains; the mixing has been done by nature. When a similar mixing, however, is done by the elevator man, objection is raised to it, although the elevator man can mix No. 1 and No. 3 and get a grade of No. 2 made by nature. If the object is to prevent the No. 1 grade, *i.e.* the best wheat, of which the Canadian farmer is so justly proud, from being deteriorated by mixing, it should be accomplished by making the grades of this better kind so restricted in their limits that inferior grain cannot be added without the grade being lowered. If, however, this cannot be done and, as stated above, I think the grades are so close together that it cannot be done, you already have the desired result, *i.e.*, a grade of No. 1 which cannot be improved. No matter how it was obtained it does not contain a sufficient amount of any other grade to bring it below No. 1 in the eyes of an inspector, miller or consumer; *i.e.*,—it is bought for the best, cannot be considered by the most competent authorities to be anything but the best, and therefore it is the best no matter whether this grade No. 2 and when it does that the mixing has been unsuccessful and carries its own penalty. What I have said in regard to the line between No. 1 and No. 2 applies to the line between any two grades.

While you will see from the above that I consider the Dominion government would be making a serious mistake if it were to pass the proposed anti-mixing law, irrespective of the reciprocity agreement, this mistake, in my opinion, becomes fatal if the reciprocity treaty is adopted. One of the main objections to the treaty and, in my opinion, one of the most valid, is that if the United States duty is removed from the Canadian grain, a large amount of it will even under present conditions be

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diverted from Fort William-Georgian Bay or Fort William-Montreal routes, and be shipped even for export via Duluth-Buffalo route, or other all United States channels. I believe that this is bound to be the case to a certain extent, even if the same methods were allowed in Canada as in the United States. When, however, mixing is prohibited in Canada and allowed in United States, it is to be expected that grain dealers will handle their grain in Canada against such a handicap? They could by shipping to Duluth, Minneapolis or Chicago, cleaning and mixing with other Canadian grain, or even with United States grain, make far more himself than by shipping through Canadian routes, where an anti-mixing law is enforced. There is no question that cleaning and mixing makes money for the elevator man. What I say is that it is entirely legitimate and also makes money for the farmer. But entirely aside from the question of whether it is or is not legitimate in its moral aspects, if Canada prohibits it and the United States duty on grain is removed, it is inevitable that the grain will seek the United States outlet, where by cleaning and mixing the dealer can afford to even pay more for freight to export points and still leave him a profit, than to ship by a possibly cheaper way through Canada but at a margin of profit which would be so small as not to be attractive.

As you will see from this letter, I think the mixing law must be based on a misapprehension of conditions and is mistaken legislation; but if it were in every way logical for Canada in independence from United States competition, it would unquestionably be disastrous to the grain elevator and grain transportation interests of Canada, east of Winnipeg, if it went into operation along with the reciprocity agreement. You must put the Canadian elevator man on a footing at least approximately equivalent to that of his United States competitors, or you must give up from the beginning the idea that he can carry on the grain trade in competition, and you must be willing to see the far larger percentage of western grain diverted to United States points before it gets east of Winnipeg.

In reading this I trust you will keep in mind what I said at the beginning—that manipulation in public warehouses should not be allowed. It is cleaning and mixing private grain which must be permitted if Canadian competition is to live.

I think the Dominion in its entirely justifiable pride in the possibilities of its great northwest grain growing provinces is a little inclined to overlook the fact that the present total crop in Canada is only from 5 per cent to 6 per cent of the total crop of the United States, and that the grain business of Canada acquires its largest measure of importance from its possibilities for the future. It is, I think, not open to question that an additional handling of this relatively small percentage by United States grain companies would be absorbed in their business with comparative ease, and that they are well organized to take this business over without the slightest difficulty. If they do, however, the magnificent possibilities of the grain trade in Canada, with the exception of the actual growing and the carrying of it as far as the United States line, dwindle to proportions, which should cause parliament to act with the greatest care on the mixing law in conjunction with the reciprocity treaty.

I hope you will find time to consider this rather extended expression of my views, and I shall be glad to hear whether you think I am right regarding them.

By the Chairman:

Q. Will you tell the committee what business John S. Metcalfe is engaged in?—
A. Their business is elevator architects and builders. I may say that Metcalfe is a Canadian. He was born somewhere near Sherbrooke, I think Cookshire or somewhere near there, and in his early life lived in Canada and drifted to the States. He was an elevator man; when he first went over there he was foreman in an elevator, and then a builder of elevators, and latterly he has been an elevator architect and builder. He has built probably more of the best elevators—at any rate as many—as any man in the world. He has built quite a number of them all over this country, and in England as well.

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Q. He is not directly interested in the grain trade?—A. No, nothing to do with it. Mr. Hays asked him for his opinion, knowing his wide knowledge and the standing of the man, that he would express his opinion accurately on what he believes to be facts, without reference to the interest of anyone.

Q. Before you read the letter you gave it as your opinion that this law would result in a large percentage of wheat drifting southward and to Duluth, and not coming east in Canada past Winnipeg?—A. Yes, sir.

Q. That is also indicated in this letter?—A. Yes.

Q. And you have given, as the writer of the letter gave, the practical reasons why that would be?—A. Yes. My opinion is based entirely apart from what Mr. Metcalfe has said and is based entirely on my own experience.

Q. Can you tell the committee what the difference is on the freight rates on grain from Portage la Prairie to Port Arthur and Portage la Prairie to Duluth?—They are the same.

Q. Can you tell us what difference there is in the freight rates, from say Moosejaw to Port Arthur and Moosejaw to Duluth?—A. I have not those in my mind, but I believe I am correct in saying they are the same. If it is a Canadian Pacific point they would probably be a little higher to Duluth.

Q. Then I will say Regina or Saskatoon. I only wanted to take a centre?—A. Take a centre that is a competitive point, Brandon or Regina, the rate is the same to Duluth as to Port Arthur. The Canadian Northern runs to both points.

By the Hon. Mr. Campbell:

Q. Can you tell the rate from Liverpool by New York, and the rate from Port Arthur to Liverpool via Montreal?—A. I will answer in my own way. The rates are not made in the way you speak of, they are made to the seaboard, and there may be a varying difference in the ocean rates. The rate from Duluth to Fort William will be very nearly the same to Buffalo. Take Georgian Bay and Buffalo as parallel points you may say; the rate from Fort William to Georgian Bay or Buffalo is usually the same. The rate from Duluth to Buffalo may sometimes be lower than it would be from Duluth to Georgian Bay. The reason of that is that from Fort William Canadian bottoms and United States bottoms can carry grain to Buffalo. A Canadian bottom cannot carry grain from Duluth to Buffalo, and therefore there are a large number of vessels that are on the market, those ore carriers for instance; when they are not carrying ore they are thrown into the grain trade. They cannot carry grain from Fort William to a Canadian port, but they can carry it to Buffalo, and can carry it cheaper, and they prefer to go to Duluth with their west bound cargo. These steamers carry coal westbound. Now a United States bottom ordinarily would rather go to Duluth than Fort William, and a Canadian bottom would probably just as soon go to one point as another.

Q. An American bottom could carry from Port Arthur to Midland ports for export?—A. No, sir.

By Hon. Mr. Davis:

Q. That is prevented by the coasting laws?—A. Yes.

By the Chairman:

Q. What are the relative freight rates from Port Arthur to Montreal and from Duluth to Montreal?—A. Ordinarily on water they would be the same.

Q. Take it in the navigation season?—A. Ordinarily they would be the same.

Q. You qualify it by saying ordinarily. If it were not ordinarily, what would be likely to happen, would it be more favourable to Duluth or to Port Arthur?—A. I think in nearly all cases it would be likely in favour of Duluth, because there are so many of these United States boats would seek that point rather than Port Arthur.

Q. You said that in all cases it would be in favour of Port Arthur?—A. Well Fort William and Port Arthur are one and the same. I meant if there was any

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difference, if the rate was lower, it would likely be lower from Duluth to Montreal than from Fort William to Montreal.

By Hon. Mr. Béique:

Q. What would be your idea of having two classes of elevators, one in which no mixing would be permitted, and from which the grain would be sold as graded, No. 1—graded out as it was graded in—and the other class of elevator where the mixing would be permitted, but from which all grain would have to be sold by sample?—A. All graded out.

Q. No, it would be sold by sample—it would have to be sold by sample?—A. I believe it would be in the interests of the Canadian routes to have those two classes of elevators. That is practically what I advocate.

By the Chairman:

Q. That is what is advocated in this letter as well as what you advocate?—A. Yes.

Q. Would you consider it advisable or practical, if there were two classes of elevators, one admittedly being an elevator into which grain is graded in and graded out without disturbance absolutely, and the other to be put in and may be mixed, and as the Senator suggested, sold by sample or graded out by government inspector, cleaned up, and the samples raised to whatever they might be, and then sold out by government inspection, not necessarily by sample?—A. I think that would probably be a matter of the wish of the man operating the elevator; in other words, one man might have a trade where he would sell more largely on sample, or could sell altogether on sample, whereas another one might like to have the advantage of being able to sell on grade.

Q. Therefore your view would be that it would be desirable that he should be permitted to sell out of this elevator in which he can mix and raise grades under government inspection, rather than by sample?—A. Exactly, that is what I think it would be.

By Hon. Mr. Béique:

Q. Would not that practice result in this, that the country would lose the benefit of the high grades of its wheat? In establishing a reputation in the world for that high grade of wheat it might be affected by the mixing; the grades might not be up to the market? That is the first consequence to which I call your attention, and the second consequence would be, it strikes me, that the objection which you have raised that it would give a preference to the American side, would exist if in these elevators, in which the mixing was permitted, it was provided for the grading of the grain by government officials?—A. As to your first point, I believe there is a great deal of sentiment in this so-called high grade on the other side. If you take the quantity of grain from the Canadian Northwest exported to Great Britain, which is the largest consuming market, it is infinitesimal compared with what the British market purchases from other parts of the world. You cannot get that grain on the British market if they do not want it, and they won't take it unless it can be sold at a price that is satisfactory to them. To-day there is a large accumulation of wheat at the lake ports. There is wheat in Montreal; there is wheat in Portland that cannot be sold. There is wheat, if I am correctly informed, and I believe I am, that has been exported from Portland and from Georgian Bay elevators within the last six weeks or two months, and the people who bought it have not been able to get what it cost them, because of the competition in Great Britain with the wheat from other countries. It is not a necessity that the British miller should have Canadian Northwest wheat. I understand he likes a certain quantity of it. He probably needs a certain percentage for blending the same as our millers need for that purpose. One miller may put in ten per cent, another 50 per cent and another 75, according to the grade of flour he is going to make. When our Canadian Northwest wheat is held so high by

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manipulation, the result is that the British miller buys Argentine, Russian, India or wherever he can get it, and if you will get the figures that are available, as to the quantity of grain from Canada that is consumed in Great Britain as compared with other countries, you will find it is a very small proportion. Therefore I do not think the question of the grading of grain cuts the figure that you fancy it does. I did not quite follow your second question.

Q. You said that on the other side they were allowed to mix the grain?—A. Yes.

Q. And it could be sold freely whether by sample or grade?—A. I believe it was sold either one way or the other.

Q. If you make it compulsory that the grain can be sold according to grade, as per the officials of the government, from these elevators, would you not give the preference to United States, where they would be more free to deal with the grain?—A. Do you mean it to be called United States grain?

Q. No; you say that in the United States they would have the preference?—A. There would not be restrictions on it.

Q. Then there would be restrictions on the Canadian side?—A. Yes.

Q. Because they would be obliged to sell the grain as graded by the government officials?—A. Going in.

The CHAIRMAN.—You mean under this Act?

Hon. Mr. BEQUE.—Under your suggestion.

WITNESS.—Not under my suggestion.

The CHAIRMAN.—The witness says that in public elevators the grain would be graded in by government officials and graded out by the government officials and not be permitted to be touched; but that in a private elevator they might mix it and sell by sample or they might if they desired, if the government carried it out, grade it for the buyer.

By Hon. Mr. Davis:

Q. You said that if mixing is not allowed at Fort William, the grain might be diverted to Duluth because mixing is allowed at Duluth; why do you say that?—A. Because the Minnesota law provides for it. You think our people would be in favour of mixing; the evidence we have is that they do not want mixing. I do not think our people would have anything to do with it; it would be the man who bought the grain. If that grain is bought by some one who wants to operate through Duluth, when he gets the grain there he would have the right to do as he chose with it.

Q. Supposing I am a farmer and I ship 20 cars of wheat and I get a grading on it; why should I want to divert that grain to Duluth?—A. Where are you going to sell it?

Q. At Fort William, I am selling it on grade anyhow. I want to put it in an elevator, why should I want to send it to Duluth?—A. What have you to do with it after it is graded and you have sold it? The man who buys it has to do with it.

Q. I am alluding to a lot of grain shipped by farmers themselves and sold at Fort William?—A. Certainly, that cannot go to Duluth.

Q. It is the elevator man who would be liable to send it over?—A. Any one who may buy grain at a shipping point or buy it on the Winnipeg market. If you were a shipper and had your 20 cars of wheat and if you sent it into Winnipeg to be sold by the Grain Grower's Association and it is graded and sold, it has re-consigning privilege there. Supposing it were re-consigned to Duluth, what would you have to do with it?

Q. Why should the buyer send it to Duluth?—A. He may sell it to a man in Duluth or New York.

Q. You mean a man in Duluth would give more for it?—A. If a man had an interest in Duluth that was greater than his interest in Fort William, he would send it by Duluth; that is another way of answering your question.

Q. I have heard that the Grand Trunk Pacific people had some sort of an arrangement with the Duluth firm to ship their grain there?—A. No.

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Q. Shipping your grain to Duluth instead of Fort William?—A. Nothing of the kind. What we had when the first few miles of the Grand Trunk Pacific were opened, we had through rates in effect to Duluth before we had them in effect to Fort William, because they were willing to take a lower rate from Portage la Prairie than we could get from people at Winnipeg; that is the reason why some of that first grain went to Duluth. We had not our own rails from Winnipeg to Fort William, and the Canadian Pacific and the Canadian Northern were holding us up and the Great Northern made us a rate that gave us better terms.

Q. Provided the rates were favourable on this side, don't you think, after the Reciprocity Bill is passed the grain would go by Canadian channels?—A. It will find the course of least resistance. If this proposed Bill goes into effect the Fort William route has the greatest resistance and therefore it would not go to Fort William.

Q. On account of mixing not being allowed?—A. That is my view.

By Hon. Mr. Campbell:

Q. They have been allowed to mix at Duluth for some time; they have not been allowed to mix at Fort William and yet the grain goes via Fort William?—A. I thought there had been a charge made that they had been mixing at Fort William? I do not know whether I am right or not.

By Hon. Mr. Davis:

Q. On the quiet?—A. It does not matter whether it is on the quiet or not if it is done. The penalty is increased so much now that a man does not want to run the risk that he did before.

By Hon. Mr. Campbell:

Q. I want to get the rate from Port Arthur to Montreal as against the rate from Duluth to New York, can you give me that?—A. During the last summer the rate ranged from five and a half up to seven cents, it might have been as low as five cents from Fort William to Montreal and from Duluth to Montreal. The rate from Fort William or Duluth to Buffalo was as low as one cent a bushel and from Buffalo to New York it was four cents, that would make five. Now the rate, the season through, was four cents a bushel, Buffalo to New York on Canadian wheat, five and a half cents on United States wheat. There is now a complaint before the United States Commission of Commerce because they charge less on Canadian wheat than they did on United States wheat.

Q. I am told that there were thousands of bushels carried from Fort William to Georgian Bay points for a cent a bushel last summer, and from Georgian Bay points to Montreal and Portland for two and a half cents a bushel?—A. I think you are probably correct as to a cent a bushel to Georgian Bay points, but you are absolutely wrong so far as from Georgian Bay points to Montreal or Portland.

By Hon. Mr. Campbell:

Hon. Mr. CAMPBELL.—I do not think so; my information is pretty straight?—A. Mr. Senator, I cannot contradict you but I think you are mistaken.

Q. There is just one other point?—A. Pardon me, I will say this for your information, that the through rates from Fort William to Georgian Bay, plus the rate from Georgian Bay to Montreal has never been less than the through rate all water from Fort William to Montreal. I think you are right in saying there was grain carried as low as three and one-half cents a bushel from Fort William, all water.

Q. Two and a half cents?—A. Three and a half cents.

Q. I am told two and a half cents?—A. I don't think there was.

Q. Say three and a half cents, that is a good deal less than via New York?—A. I know it is, but that is all water competition; that is only in certain conditions.

Q. When the water communication from Buffalo to New York is closed, the rates generally go up?—A. They do; they went up from four to five and a half cents a

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bushel at the close of navigation, because of the row they got on their hands on the difference between Canada and the United States.

Q. There is only one matter, I do not know that it is necessary, but Mr. Loud thinks there is no harm in mixing grain. The owner of the grain can mix it just as he pleases and do what he likes with it, but when he asks the government to samp it, then I say the millers in Ontario and the buyer in the Old Country have an interest in that grain, and he has no right to mix that grain; before that he can mix it, he can do what he pleases with it, he can send it forward to the markets of the world without inspection in any way he likes?—A. He cannot under this proposed law.

Q. He can?—A. Not through Fort William.

By the Chairman:

Q. How can he send it without inspection under this law?

By Hon. Mr. Campbell:

Q. Maybe not under this law, but for long I could send that grain forward without inspection?—A. Before this Bill became operative.

By the Chairman:

Q. Under this Bill how would you get through Duluth?

By Hon. Mr. Campbell:

Q. Send it forward by rail. Of course it cannot go by water. We get grain by rail.

The CHAIRMAN.—Would all rail wheat in the busy season be able to compete with transportation by water?—A. A great deal of wheat has to go forward when navigation is not open.

Q. The great amount of wheat is when navigation is open?

Hon. Mr. CAMPBELL.—A large portion of it, but the Grand Trunk Pacific purpose to haul grain from Fort William to Montreal as cheap as water rates?—A. No, sir.

The CHAIRMAN.—Perhaps that should not be put on the record.

Mr. LOUD.—I would like to answer Senator Campbell on this point when the time comes, if you please.

Hon. Mr. DAVIS.—The statement you made is there should be two classes of terminal elevators—?—A Two classes of elevators, not terminal elevators; public and private elevators.

Q. That is all through the country, you mean?—A. I meant at Fort William.

Q. That means terminal elevator?—A. All right, then.

Q. With one elevator working away there mixing grain as much as they like and one right alongside it not allowed to mix?—A. One a public elevator, the other a private elevator, the private elevator not handling any but what it buys and owns.

Q. How do you propose to inspect that when it goes out of the elevator?—A. Either inspect it or let him sell it on sample.

Q. When you inspect it when it goes out of the elevator. Why could not you do that with all elevators?—A. They do it now.

By the Chairman:

His suggestion is that the man with the private elevator could ask for government inspection going out and get it, or sell on sample.

By Hon. Mr. Davis:

Q. That would be establishing a sample market. We had some evidence here that as far as the railroad companies are concerned, the Canadian Pacific railway have been operating elevators there for a great many years and there has never been

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any complaint; what do you think about the railroads handling this stuff themselves?

—A. I would not say there had been no complaint about them.

Q. I have never heard any?—A. I have.

Q. It must be confined to you?—A. Other people have heard it. I am not making any charge against the Canadian Pacific railway or any elevator, but there has not been an elevator in Fort William against which there has not been a charge in recent years

Q. Of mixing?—A. I am not speaking of elevators, but I have heard and I know vessels have arrived at Georgian Bay ports at various times in past years and have been short.

By Hon. Mr. Watson:

Q. Last year?—A. I don't know of any last year.

By Hon. Mr. Davis:

Q. That is when this system of lending was in vogue?—A. I do not know that that had anything to do with it.

Q. I am telling you I have never heard much to come from the farmers when the railroads operate the elevators; I have never heard any kick about the Canadian Northern when it was operated by the Canadian Northern, and I take it for granted if your people handle their own grain at Port Arthur there would not be very much trouble with you?—A. We do not have any complaints at our elevators; we get a complaint rarely.

Q. You have one at Fort William?—A. That is the last; we are not operating that.

Q. Would it not be in the interest of the country that you would be forced to operate your own elevator?—A. If we were forced to do it we would have to do it.

By the Chairman:

Q. You wanted to answer Senator Campbell?—A. I agree with Senator Campbell. Grain is moved at certain times of the year, particularly in the winter, by all rail, via North Bay or via Chicago, but that ordinarily speaking is when there is a shortage at the Bay ports; it is not under normal conditions. This year there is quite a lot of grain held at the Bay ports. I have a memorandum of the grain that is held to-day. There are in steamers at Georgian Bay ports that has not been taken out 850,000 bushels, which I presume is all wheat.

Q. On board the vessels?—A. Yes, alongside the elevators not discharged yet, which come down in the lake port elevators, that is the Grand Trunk lake port elevators—I am not speaking of the Canadian Pacific at Victoria harbour or Owen Sound—there are two million six hundred and eighty thousand bushels of grain, I don't know how much of wheat, but I think the large proportion is wheat. We had at the Portland elevator 600,000 bushels yesterday morning, of which most was wheat, and there was 310,000 bushels in Montreal. In round figures there are pretty nearly four and a half million bushels of grain at these eastern elevators.

By Hon. Mr. Davis:

Q. The Owen Sound elevators and the one at Victoria and Goderich, are they connected with your system?—A. Victoria Harbour is owned by the Canadian Pacific railway, just as we own Tiffin No. 2.

Q. And just as the Canadian Pacific railway owns the one at Fort William?—A. Yes. Goderich is owned by a stock company of which, I believe, the Ontario millers from quite a large number of its stockholders.

Q. Do you know what the charges for storing wheat are in those elevators?—A. Yes. Our charge at Depot Harbour and Midland is one-half cent per bushel including thirty days' storage, and the storage after that one-eighth cent per bushel, each

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15 days, or part thereof. But these elevators at the Georgian Bay ports are not storage elevators in the same sense they are at Fort William.

Q. You said a moment ago they were all full?—A. No.

By the Chairman:

Q. He said there were four million bushels in eastern terminal?—A. About four and a half million bushels in terminals east of the lake.

By Hon. Mr. Campbell:

Q. That is including what is in the boats, too?—A. Yes.

By Hon. Mr. Davis:

Q. How much grain would be handled through that Goderich elevator in a year?—A. I cannot tell from recollection; I have the figures but I have not them in my mind. I may be wrong, but I think somewhere near five or six millions.

Q. As to the private elevators, if people who were operating a private elevator asked for government inspection, should the government issue the same kind of certificate, in your judgment, as in the case of the public elevators?—A. I do not see why they should not if the grain was up to standard. Mr. Metcalfe covers that point very fully in his letter.

Q. There is so much in his letter I could not take it in; it is too long?—A. It is not too long if you read it.

By the Chairman:

Q. It will be in the printed report?—A. Yes, and I would invite your attention to it, because I think it is well worth all the time you will spend in reading it.

By Hon. Mr. Power:

Q. On behalf of the members of the committee who do not know much about this business, I should like to ask one or two questions. I understand the Canadian Pacific Railway Company operate their own elevators in connection with their line?—A. At Fort William, yes.

Q. Nowhere else?—A. I think they do at Owen Sound but they do not handle much grain there, and at Victoria Harbour and at St. John.

Q. Do they operate what are called country elevators also?—A. Not any, I think.

Q. Has the Grand Trunk Pacific an elevator at Fort William?—A. Yes, the one that was spoken of yesterday. The Grand Trunk Pacific, through its elevator company owns that elevator. That was spoken of yesterday by Mr. Douglas and Mr. Heffelfinger.

The CHAIRMAN.—What is known as the Grand Trunk Pacific elevator at Fort William is owned by an independent company which the Grand Trunk controls?—A. Yes.

By Hon. Mr. Power:

Q. I understood you to say a little while ago that the Grand Trunk Pacific Company had leased this elevator to some other party?—A. Yes.

Q. Why should not you do business in the same way as the Canadian Pacific railway do business, why should not you retain this elevator?—A. Just in the same way that two merchants do their business in a different manner. We thought a party owning elevators along the line would naturally send grain to the elevator that they were operating, and on that account that we would have more grain go to that elevator than would perhaps otherwise go there.

By the Chairman:

Q. You say that in connection with your elevator system you have leased it because you thought it would get more business if people were interested who owned country elevators, is that the thought?—A. Yes, and the grain handler.

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Q. What would your opinion—you practically answer it I presume in that—but if you care to amplify it you may; an independent owned elevator, owned by people not interested either in railways or otherwise, would it have an earning power at Fort William or Port Arthur?—A. If terminal elevators at Fort William were run by those who operated the railways it would naturally follow that the Canadian Pacific grain would go to their elevator, the Canadian Northern to the Canadian Northern, the Grand Trunk Pacific to the Grand Trunk Pacific elevator; in that case each elevator would probably have a fair share of the grain that was grown, but if any one can put up an elevator and operate it, it depends upon the disposition of the owner of the grain as to what elevator he wants it to go to, and it may be that he would prefer one elevator for personal reasons, might know the man and think that he is a little more prompt, or something like that, and it would come down to a question of handling. I think for the success of an elevator and for the public to get the best results there should be a sufficient elevator capacity at Fort William, and if the government want the railways to operate them that outside parties, the public, ought not to operate elevators under such circumstances except for their own grain.

By the Chairman:

Q. So that the success of a private elevator at Fort William depends in your opinion largely upon the purchasing of grain in the country and shipping in from their country elevators to supply it?—A. I think it is a very necessary thing to give it an earning power.

By Hon. Mr. Davis:

Q. There is another phase of that question; do you know anything about the elevator capacity at Fort William and Port Arthur, is there any more than is required, or is there not enough work for all those elevators with a fair reasonable crop?—A. I have had a good deal of experience in elevators in the past, and my experience is that there are certain times of the year when it does not matter how much elevator capacity you have it is not sufficient for the emergency conditions, but for the most part of the year there is altogether too much. You have an illustration of it at our Georgian Bay elevators—when I speak of 'ours,' I mean those on the Grand Trunk tracks. We would like to see every fall before navigation closes every one of those elevators full of grain, because if so it is available for us to take to Portland, to Boston, to St. John, or for the Ontario millers during the winter. If it does not come down before the close of navigation it would not come down for export until the spring, and then the chances are a good deal of it would go by water and we would not carry it. Take our Portland elevators, we have two and a half million bushels capacity there and when we put them up we filled those for the winter business; we have not been able to fill them the last year or two, but we have elevator capacity—

Q. Why?—A. Because market conditions on the other side have been such that the grain men would not take it down to Portland unless they had sold it. There is this point, if you have your grain in Fort William or Duluth it is available to go to Buffalo, where it can go to Baltimore, Philadelphia, New York, Boston, or it can go to Portland. If you get it to the Georgian Bay elevators you cannot send it anywhere except to Montreal, Boston, Portland or St. John, and say along in the months of probably October and November, it depends upon the season, whether the grain comes on early or whether it comes on late, the elevator may be taxed to their capacity. Another season there may be double the capacity which is wanted.

Q. You say in your opinion there is too much capacity at Fort William now?—A. I did not say that.

Q. Most of the year?—A. I say a considerable number of months in the year there is much more capacity at Fort William than is used.

Q. If you separate the man who is doing business in the interior from the elevator

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man, and just allow the man who owns the terminal elevator to do a terminal elevator business only you think he could not make it pay?—A. I did not say that.

Q. What is your opinion, could he make a dividend?—A. I did not couple up the elevator man in the country with the terminal elevator at all. I have not referred to this man in the country. I have been talking about the elevator man at Fort William or Duluth. I consider it is in the interest of the elevator earnings that the man who runs the elevator shall be able to handle grain of his own.

Q. There are a certain number of people who claim if they are not allowed to handle interior elevators they cannot make the terminal elevator pay; could it be made to pay without the feeders?

The CHAIRMAN.—You want to know if he thinks it would pay without those?

By Hon. Mr. Davis:

Q. In your judgment could it be made to pay?—A. Yes, providing there was a sufficient quantity of grain could be put through it at what would be a reasonable paying rate. You require to have a certain quantity of wheat in an elevator to make it pay, and if you don't get a paying rate then you must have an increased quantity of grain put through your elevator. There is a great deal of grain goes to Duluth. Of course, we do not ship to Duluth any more than we can help. I have not the information before me as to how much that would be.

Q. How much was the total amount of grain that went through American ports last year?—A. I have the information in my office, but I have not charged my mind with it and I might mislead you entirely. I will give you the information as far as I have it but I cannot give it to you now.

By the Hon. Mr. Watson:

Q. Does the Grand Trunk figure on the Georgian Bay elevator paying, or is it just the freight?—A. I am sorry to say it does not pay. Our elevators are based on the fact that they are an auxiliary to the railway. In other words if we had not the elevators there we could not have grain for distribution in Ontario and for export.

Q. You would not get the freight?—A. No. I want to say this; in connection with the Grand Trunk—it does not matter the Grand Trunk or Canadian Pacific railway, they will be in the market this year—it is only a slight distance over the all-water rate that we can get; that is water to Georgian Bay ports, plus rail, as against all water. One of the reasons we get it is if a man has a hundred thousand bushels of grain and if he wants to sell twenty thousand bushels for milling, if he gets it to the Georgian Bay, he can dispose of it in that way. If he has one hundred thousand bushel lot and he takes a steamer to Montreal, it all goes to Montreal, and it is no good for milling there except to Ogilvie, because that is the one firm.

By the Chairman:

Q. Would you as a paying proposition consider favourably the owning of elevators at any of these eastern points, if you are without a railway or railway interests at that point?—A. I would not.

Q. It is more largely for the purpose of handling and transporting—?—A. We have several elevators; we have an elevator at Port Arthur, formerly owned by a grain firm; eventually they went out of business, and it is owned now by a firm, but they handle large quantities of grain for Chicago people. That gives them their revenue. We have an elevator at Point Edward. They say they do not make money there. Well, they do not pay any dividend. They say they are not profitable. The reason of that is that it is a wooden elevator, and the cost of insurance is too great. They want concrete bins. Goderich is modernized. It has concrete bins, a modern elevator, and the stockholders are very considerably—or used to be anyway—millers in Ontario, and they have a financial interest in putting the grain through that elevator. Further than that, it is advantageously located for milling in transit between Georgian Bay and the east. Point Edward, Sarnia and Goderich are the most satis-

factory elevators the Grand Trunk have for grain for millers; because it can take the direct route to Montreal, milled in transit. Then we get to Meaford; the elevator was put up there a few years ago, and never paid anyone, and the owners would be glad to get their money. The Midland elevator is owned and operated by a Chicago grain firm. They have been doing storage for anyone who wants to put their grain in there, but they do a large corn trade in the United States. The Tiffin is operated by people in Chicago. The Midland is a wooden elevator, and the insurance charge is \$2.70 per hundred dollars. The Tiffin elevator was put as the Grand Trunk Pacific elevator at Fort William. I do not consider that pays on the investment, but it is a first class elevator. We do not get enough grain there through it. Then we come to Depot, that is worse still. We have a large capacity. It is an old elevator. The insurance on it is like Midland, \$2.75 perhaps per hundred dollars. That will kill any elevator.

Q. You have told us your views as to relative value or cost between Port Arthur and Duluth. Speaking of fire-proof elevators or similarly built elevators at Fort William or Port Arthur or Duluth, is there any appreciable difference as to cost or taxation?—A. I heard it remarked that all the elevators at Fort William were concrete, I was not sure. If they are, there would not be much difference, but there will be a difference from \$1.70 to \$2.70 per hundred dollars per annum in the insurance upon the wooden elevator.

Q. That would apply in both cities?—A. Yes. I do not know the relative value.

By Hon. Mr. Campbell:

Q. I understand the storage capacity at Port Arthur and Fort William is 25,000,000 bushels?—A. Twenty-five or twenty-six million.

Q. I do not suppose there is ever more than ten or twelve million bushels there at one time?—A. I do not know.

Q. At the present time, about six or seven million?—A. Yes.

Q. If we separate these clauses, and say that a man who buys grain along at different points cannot have his own terminal elevator; then the point has been raised here that these terminal elevators belonging to private companies would be unsaleable, for the reason that they would not be able to earn anything on the investment, therefore it would be practically taking away the property of these men; in other words, that if the grain companies did not own their own elevators, the grain would naturally go then to the railway elevator, the Canadian Northern—?—A. Well there are no railway elevators in the country.

Q. But if the men who operate the country elevators had no terminal elevator and were not allowed to handle the terminal elevators, then the poor man that did own the terminal elevator would not get anything to do, because the Canadian Northern would naturally carry it to their own elevator and the Grand Trunk Pacific would naturally carry it to theirs, and there is so much capacity in Port Arthur and Fort William that practically the private owned elevators would have nothing to do at all?—A. Under the conditions you name I do not think they would.

By Hon. Mr. Young:

Q. You speak of twenty-five millions being the capacity of Fort William?—A. Yes.

Q. An elevator may be full so far as dealing with the public is concerned, and yet only half full in reality?—A. I have known elevators when they have not contained anything approaching their capacity in bushels because of the number of bins that have two hundred bushels in them which could hold two thousand bushels and I have known elevators that have had considerable more than their official capacity owing to the high grade of grain. It will make a difference where your wheat is running 55 pounds and where it is running 65 pounds to the bushel.

Q. That is having to bin each grade separately?—A. That is a very serious difficulty. We have that trouble in Montreal every season. We will have grain

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coming down that the exporters want. I asked the men in the elevator, 'How is it you have so many cars here loaded, why cannot you unload them, we want the cars for other purposes?' And he will say, 'I cannot, my elevator is filled.' And I will say, 'You are not up to your capacity' and he will say, 'I am full. We have so many grades here, and I can only put grain into those bins of the same grade.'

Q. Therefore you cannot measure capacity to the full extent of the figures?—

A. Not at all, and the more grades you have, in a season when the grain is out of condition, be it smutty or frozen, the more bins you are likely to need.

Q. Therefore the earnings of the elevator are reduced?—A. Yes.

By Hon. Mr. Campbell:

Q. But in all these elevators you have bins of small and large capacity?—A. Not always. Of course there are large and small bins. Some elevators they will range from four thousand up to fifty, and others will not run less than ten or twelve. Take the concrete circular elevators, they will put small bins in between.

Q. That is for the off grades?—A. Yes.

Q. Supposing you have a bin here containing 50,000 bushels and there is ordered to be shipped out of it 47,000, leaving 3,000, and all your small bins are full. You have a bin of 40,000 bushels occupied by 3,000?—A. Yes.

Q. You can put grain in of the same grade?—A. Yes, if it is offered.

By Hon. Mr. Davis:

Q. Supposing there are twenty car loads of No. 2 Northern that have passed government inspection. Some of that is better than others. It has been graded No. 2 Northern, but at least four cars of it can go pretty nearly to No. 1 Northern, and the others would be a little below grade. Is it not a fact that the man running the private elevators would divide it up into different bins, to make money out of it?—A. I am not familiar with it.

By Hon. Mr. Campbell:

Q. Is it a fact that, on account of the charges, the grain does not stay long in the elevators? The rates at Fort William and Port Arthur are very high, and a man cannot afford to keep grain there very long, and during the season is it not moving out pretty fast?—A. I think that entirely depends on the market. If the market is against him, it probably is cheaper for him to keep it in Fort William and pay the higher rates than to move it to a place where he cannot sell it.

Adjourned until after the sitting of the House.

AFTERNOON SITTING.

The Committee resumed at 5.30 p.m.

The CHAIRMAN.—I have a letter here from Mr. E. F. Jacques, which I will ask the secretary to read.

The secretary then read the following letter.

I see you are on the committee of Bill 'Q' 'An Act respecting grain' and as I am interested in grain, I take the liberty of writing you with regard to this proposed legislation.

As you may know, I have been in the grain business since 1891 and in the purely export end of it since 1895. I have also shares in the Northern Elevator Company. This Bill, if it becomes law, is going to make me either sell my shares in the Northern

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Elevator Company (which it might be impossible to do) or go out of the grain business, and this seems hardly fair; I know of Liverpool grain merchants who have shares in Manitoba elevator concerns, and, under this Act, if they do not sell their shares, they will be liable to all kinds of fines and even imprisonment, and this will not be a very good financial advertisement for Canada.

Regarding mixing, which this Bill seeks to prevent, it no doubt is against the law; but I think 'a mountain has been made out of a mole hill.' During the last five years, my firm has not had a single complaint of the quality of any shipment of graded Manitoba grain, and we have exported many million of bushels each year. The English millers and merchants are probably the best judges of wheat in the world, having the world's product to buy from, and if our wheat had been so deteriorated by mixing as has been alleged, it is not likely there would have been many complaints, of which everyone would have heard. Most of the exchanges in Europe get our standard samples and Manitoba wheat is being exported from Montreal, St. John, Portland, Boston, New York, and Philadelphia. Surely some unmixed grain would have gone from some of these ports, and the British and continental millers would have noticed the difference in qualities, but we have had no complaint of any kind; and you can easily verify this statement.

'I do hope that the Bill will not become law in its present shape.

Mr. GAGE, re-called.

By Hon. Mr. Davis:

Q. You are a practical grain man and I would like to find out from you the spread between the different grades of grain take 1, 2 and 3?—A. It varies from one season to another, from one month to another. Ordinarily the spread between No. 1 Northern and No. 2 Northern runs from 2 to 3, it does not go below 3 because 2 Northern is applicable on contracts.

Q. Your company is the International?—A. Yes.

Q. You made the statement that you lost 24 per cent on grades out through the country elevators. That is a very large percentage. That is a quarter of your whole output?—A. No, it is a quarter of the grain which we bought by wagon load from the farmers, not a quarter of the grain that went through our elevators.

Q. What do you charge in the country elevator for taking in the grain and tracking it?—A. The first charge is handling and for the first term the charge is three-quarters of a cent.

Q. That is between 1 and 2 Northern?—A. Yes.

Q. What is it between 2 and 3?—A. From 3 to 5 or 6 cents.

Q. What was the charge for tracking and elevating the grain you received from the farmers?—A. We usually charge one and three-quarter cents for taking it through the house and shipping.

Q. And insurance?—A. And insurance.

Q. Twenty-four per cent of the grain you bought was bought at a grade and paid for at a certain grade, and you had to sell at a lower grade; you would lose considerable money?—A. We would lose some money, but you must permit me to qualify the statement; I mean 24 per cent of the grain we buy from the farmer is graded for him and we make a contract with him there; that is not the grain that goes through the house and goes to Fort William and that is purchased on Fort William inspection. In order to get your point you must know the percentage we buy in comparison with the amount that goes through the house, and that is we probably buy less than 30 per cent and if you take 24 per cent on the 30 per cent you get to the point where you can calculate the amount.

Q. What is the capital of the International?

The CHAIRMAN.—I do not think the question of capital ought to incumber the minutes.

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By Hon. Mr. Davis:

Q. Did you lose or make money out of your elevators in the west last year?—A. We made money.

Q. Although you lost on all those grades?—A. Yes.

Q. Were incompetent men the cause of that?—A. It would be impossible to say; in some cases it was incompetent men and in other cases it was competition. There are a great many things at work to bring it about.

Q. Do you take dockage from the farmers?—A. Yes, we try to.

Q. Do you clean out the dockage before you ship to the terminal?—A. In some cases we do, and others we do not.

Q. Was it because of this dockage that you take from the farmers; you take dockage for dirt and you do not clean it out and that causes a loss?—A. All these grades carry dockage, 1 Northern, 2 and 3 Northern. That has nothing to do with the grade, it is not a determining factor. It has a slight effect, but it is not the basis of grades.

Q. Yesterday you told me of your terminal elevator and that you had a capacity of a million bushels?—A. Yes.

Q. You put nine million bushels through it?—A. Yes, I believe the records of the inspection office were about eight and a half million bushels, our year shows nine million bushels.

Q. Would you mind telling me the gross earnings for the old elevator?—A. What company?

Q. The terminal elevator has a capacity of a million bushels?—A. I cannot give you that from memory.

Q. Did you pay a dividend?—A. Yes we paid a dividend.

Q. What was the dividend?—A. 7 per cent.

Q. You are building a new elevator?—A. Yes.

Q. You were at it last year?—A. We started the year before.

Q. What is going to be the capacity of that terminal elevator?—A. About the same.

Q. You knew at the time you started to build this elevator that the farmers were agitating, and that the government was taking up the question of buying these line elevators?—A. Yes.

Q. You knew an agitation was going on in Saskatchewan and Manitoba?—A. Yes, it has been going on since I have been here, eight years.

Q. You are still prepared to take the risk of building a new elevator?—A. Yes, sir.

Q. Although you knew that if this Act went into effect, and if the government took these elevators away from you, this elevator you were building, according to your own argument would be on your own hands and of no use, still you took the risk?—A. No, I did not say that. I assumed that the Government of Canada would not confiscate property. I had that faith in the government. I had sufficient faith to go on.

Q. It is not the Dominion government that is doing it, it is the local government?—A. The local government took the elevators over and they paid us a fair price for them.

Q. Supposing the local governments of the three provinces took over all these elevators from you?—A. We will have to arrange with the local governments.

The CHAIRMAN.—It does not appeal to me that that is very relevant, but if the government of the province took over the elevators they would leave everybody free to buy grain and put it through these elevators, and they would have their own terminals and it does not affect the question.

The WITNESS.—We could buy from the government house and put it through the terminal.

By Hon. Mr. Davis:

Q. I suppose you are willing to sell your elevators to the government if they are willing to buy?—A. I would rather keep them. I have got to learn some other business if they take them away.

Q. How many did your people sell in Manitoba?—A. Eight.

By Hon. Mr. Young:

Q. It is voluntary on your part whether you sell your elevators or not?—A. Yes.

Q. It is a matter of your own free will whether you retain your country line elevators or not?—A. Absolutely.

By Hon. Mr. Lougheed:

Q. If you sell to the government, you can build some more?—A. Yes.

J. D. FLAVELLE, of Lindsay, Ontario, then addressed the Committee.

By the Chairman:

Q. What business are you in?—A. President of the Canadian Cereal and Milling Company, head office in Toronto. I am here on behalf of the Dominion Millers' Association. A good many years ago, when they were buying the Northwest grain originally, as a good many of you are aware, the practice of mixing was not restricted in any sense at Fort William, and that led to a feeling of dissatisfaction on the part of the producers and also on the part of the consumers, and when the attention of the government was brought to it, the government was seized with the importance of doing something to stop this mixing, and they made it illegal to do any mixing at Fort William. They did not provide any special machinery for counteracting it. The consequence was it came to be to a certain extent a dead letter, and mixing went on. They then took more severe measures, and a few years ago they put it practically, in a large measure, under government supervision. After that supervision took place, the feeling on the part of the farmers, and on the part of the consumers, the millers, not only in Ontario but in the old country, was that the same thing was going on. You can call it manipulation, or mixing, or, as I believe the favorite term now is, 'blending'; at all events the feeling was that we were not getting the grain of as high a grade as the farmers were paid for originally. Then we felt that the grain that was coming to the mills was very much dirtier than should be the case with inspected grain, and our inference was that the instructions which Mr. Horn, the inspector, gave in grading it, that is No. 1 Northern, subject to so much dockage for dirt, either one, two, three, four or five per cent, as the case might be, very frequently, if not in the majority of cases, were practically ignored by the elevators, and we were paying for dirty grain which the elevator companies never paid for, because the dockage was taken from the car. Whether we were right or wrong, that was the feeling we had. In order to show it was not altogether ill-advised, we had, even since government supervision came in, the gentlemen who are controlling these elevators were fined by the government for breach of the law. It is true they came here and they say it was on a technicality. I think if you examine the records, and no doubt you will have that information, you will find it is a good deal broader than a technicality. I think you will find it is borne out by Sir Richard Cartwright in his remarks that they succeeded by some means, whether by mixing, manipulation or blending, in raising half a million bushels above that which was put in. When they were drawing this Inspection Act, Sir Henri Joly was the chairman, and Hon. Mr. Mulock, Mr. Paterson and Mr. Sifton were present. Mr. Sifton said at that time that his feeling was strongly in favour of the Northwest; but after listening to the evidence that was given he was convinced from a national standpoint, from a Canadian standpoint, that it was desirable to protect the integrity particularly of the high grades of grain, and it was unfortunate if they were tampered with in any way. Now, we believe that

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if it cannot be cured it is desirable on the part of the government to practically take away from all these gentlemen any possible temptation to do injury either to the producer, the consumer or from a national standpoint. We believe that the integrity of the inspection should be maintained, and that we should receive number one plus and number two plus, and not as we have been getting, simply the skin grade. You have on the one hand a great many thousand farmers and producers, and I think I am right, I may be wrong, but outside of the transportation companies there are practically only four corporations represented in terminal elevators at Fort William and Port Arthur. As you are aware, a number of gentlemen came down from the Northwest, farmers, and made representations to the government. They wanted to get government control, or practically government ownership. That was declined by the government, but the assertion was made by the Premier, and if I remember rightly, what he stated was, 'We will not entertain government ownership, but we will enact some clauses in the Act that will absolutely protect you just as though the elevators were absolutely owned by the government.'

And these clauses were certainly not suggested by the consumer, and I do not think the producer suggested them. The government, with the full knowledge of all that happened in the past, and with full knowledge of what it meant, took certain action and drafted the Bill, and put in these clauses, making it absolutely impossible, as far as a temptation was concerned, to do anything that would be detrimental to the Inspection Act or what was to the benefit of the producer or consumer. These clauses emanated from that source. I am not here to say whether they are too drastic or not. The government chose to put them in and it is the safe way of precluding any possible breach of the Act. We all know that in order to accomplish the greatest good to the greatest number a great many individual cases may suffer. We have to go no further than the controverted Reciprocity Treaty. A great many gentlemen feel that their vested rights are interfered with and their business injured. I am not here to discuss it; I am putting it as an analogous case.

The CHAIRMAN.—The government do not think that.

Mr. FLAVELLE.—I am putting an analogous case. These gentlemen come here and say their profits are going to be materially decreased, and in fact they say they are going to be ruined as far as carrying on the grain trade is concerned; but they came here knowing the law of the country, taking their chances as well as the rest of us, and it is a matter of four or five gentlemen suffering something. They may have a good case against the government for abrogating certain things, but that is a matter between them and the government. Even if it were as bad as they state themselves, do you think it is fair to the thousands and thousands of farmers—because the exporter is simply a broker for the miller—do you think their interests should be paramount because they say it is a drastic measure and it means confiscation. If that is the case, would it not be far better to let them suffer and negotiate with the government rather than to prejudice the country at large. I think you will agree with me that these gentlemen presented their case, I won't say a bad case but a dangerous case possibly for the public interest, presented it exceedingly well, and from their standpoint they made an exceedingly strong case, as strong as could be made. But even assuming all that, if you are satisfied that the government have reason for taking drastic measures—because intolerable grievances must be met with drastic measures of prevention—is it not proper that these measures should be taken? I am quite prepared to admit that the remedy is very drastic. It means you must absolutely separate the terminal elevators and the country elevators. That must of necessity follow. They cannot hold stock in both or they become a criminal. Then what are these gentlemen particularly suffering from? They are suffering the loss of a portion of their profit. I think Mr. Heffelfinger put it fairly, and I am confident that the committee appreciate what he said, and I certainly on the other side appreciate the way he put it. He frankly admitted, 'We came here to take charge of the terminal elevators for a matter of profit.' I admire him for it. But if that matter of profit is going to be detrimental

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to the public interest, I think the Senate have a perfect right to say, 'That profit you shall not have.' It is just a question for the Senate to judge whether the means which are contemplated are the proper means for preventing the abuse, because the letter Mr. Loud read in reference to mixing being unprofitable was not relevant. That is not before the committee. That has been dealt with. These gentlemen admit they do not wish to mix. That matter has been considered. There is practically no change in the Grain Act—it is simply that certain clauses have been inserted to enable the Grain Act to be carried out to the fullest extent of its meaning, which has not been done in the past. Is it in the interest of the country at large to deteriorate the standard of the grades? As consumers we claim it is not. And the farmers at the other end claim it is not. If our assertion is correct, why should these gentlemen derive profit in the manipulation of the grain to the detriment of the standard? If our standard is high, the British miller will certainly give a higher price for it, and we will give a higher price if we are confident we are going to get not only the skin grade but the top grade, and we buy up that basis. In the inspection they are always very particular that every individual car must be fully up to the standard, and if it is not up to the standard it is cut down to the next grade and that is what the farmer gets paid for. It is desirable that that grain should come to us exactly in the same condition as received from the farmer and paid for. The contention has been pretty fully established that in times past this has not been done, and the terminal elevator man has been reaping that benefit to the detriment of the country at large. The claim now is that in enacting severe penalty clauses you make it impossible for him to reap that benefit. It is for the Senate to judge entirely, and I am not here to dictate the policy of the Senate. I contend that the government have for years been trying to stop the practice of the manipulation of the grain when it passes through the terminal elevator and up to the present without success no matter what legislation they enacted, and they have thought in their wisdom that it is wise to adopt the present course. This Bill emanates from the government, propounded by the government, and assented to by both the farmers and the people down here.

By Hon. Mr. Jones:

Q. I am persuaded that a majority of the members of the House of Commons and of the Senate expect the reciprocity agreement to go into effect in the near future. Do you care to say, having in mind the law of the United States as to mixing and handling, &c., and assuming that that treaty becomes law, what affect, in your opinion, it would have upon the grain trade, going over the grain routes of Canada, and to what extent, if any, it would be directed over the American routes under such circumstances? There are two thoughts I have in mind, the question of holding strictly to the grade through Port Arthur and Fort William as terminals, and what effect that would have in that view, and also the question of transportation by Canadian routes. Naturally, the Canadians are desirous, as you are, of seeing the grain coming eastward through Canada. Do you care to express any opinion on that?—A. I have not the slightest objection to give you my individual opinion. I know it is not in accord with a great many men who may feel with me on the question, but I have no hesitation in saying that, in my opinion, if we maintain the high standard of our grain, there will always be a great demand for it, on account of the depreciation caused by mixing, in attempting to make a marketable commodity on the other side. In my own opinion, I think Mr. Loud is entirely wrong in making haste to be frightened of the effect of the reciprocal trade. Of course there is this to be said, that no man can tell at the present time what change reciprocity will cause, but I do not think we have any reason to be afraid that if we maintain the character and integrity of the high standard of our grain—because we are in a class by ourselves, and there is no such class in the world—if we maintain our high standard, I do not think we need have any fear of it being diverted to another channel. It has been the law for the past few years that we cannot have mixing done, and it has not had the effect of transferring any portion of the grain to other points.

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Q. If it went through the United States, it would require to go through in bond, and therefore must of necessity continue to hold its own identity, and that would prevent mixing?—A. To a certain extent that is correct.

Q. It would be impossible, would it not, under a bonding privilege that mixing would take place?—A. I do not know whether under the bonding they could do any mixing or not.

Q. They would not be allowed to do it if the grain were sent in bond. They could not take it out and substitute any other article?—A. I am not very well acquainted with the bonding privilege. I imagine it would have to go through in bond.

By Hon. Mr. Campbell:

Q. You are quite clear that if we maintain the high character of our grain from Fort William and Port Arthur, and the Americans allow it to be adulterated and mixed at Duluth, that we will not have our grain diverted, but will have a class of our own of a high standard?—A. I feel sure we will.

By Hon. Mr. Beique:

Q. Suppose that this Bill would provide for two classes of elevators, say No. 1 and No. 2, No. 1 in which no mixing at all will be permitted under any circumstances, and No. 2 in which mixing would be allowed, would you see any objection to that? Any grain coming from No. 2 would be sold, and it would be known that it was subject to mixing?—A. Practically sold on sample. I think there would be a very great danger in allowing that on high grades.

Q. Then the farmer would have his choice of having his grain dealt with in No. 1 elevator, where he would have the guarantee that no mixing would be allowed, or if he preferred he could have it dealt with in the other elevator where he would take the risk of mixing, and the purchaser would do the same thing. He would have his choice of purchasing from the one or the other. The price of wheat from No. 1, no doubt, would be higher than the other. Do you think that would protect the farmers?—A. It might certainly be done, particularly on the lower grade. It is a pretty dangerous thing to tamper with No. 1, even if you couple with it the fact that it has been mixed. As far as the lower classes are concerned, take what comes in special classes, from No. 4 down, it might be done, but I question if it would be wise. There is one matter I intended to touch upon and it is this: these gentlemen lay great stress on the fact that it is practically confiscation of their property. According to your ruling, I am allowed to say something on that basis. You have heard a gentleman report that he had thirty million bushels through his line of terminal elevators, and that the minimum charge against that for the first fifteen days is three quarters of a cent, which brings him in a gross revenue of \$225,000, and if he has it in storage for fifteen days it is one-thirtieth of a cent for every day, which brings it up to over four hundred thousand dollars. They were in very great fear that the Canadian Northern might come upon them for damages for the cancellation of the lease. I do not think he is losing any sleep over the fear that his loss is going to be such a serious thing, but gentlemen who have private elevators were very greatly alarmed, and if they have any claim against the government which they can establish they will be entitled to press it. But is it going to be such a serious matter for them? They own the country elevators and terminal elevators. The two are combined. The company whom they will approach, particularly if it is a private interest, will naturally exact a bond from the gentlemen carrying on the country elevators to ship their grain through him and that protects him. If these elevators are running to anything like their full capacity, it is a very profitable business, and I do not blame the gentlemen for putting up a strong fight. I think any gentleman in the room would do that. There is no possible danger of a loss to them except as far as the government, by this action, may depreciate the value of their property, but with 250,000 people going into the northwest every year and the prospect of that proportion increasing,

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and the demand for elevator accommodation increasing, the question becomes an extremely important one for the people of the northwest. I am informed that with the exception of the old Canadian Pacific railway elevator, all the elevators of Port Arthur are on the modern plan, and we would have no difficulty in selling the terminal elevators to the transportation companies, and I think they are the only people who should control the elevators. They would have no temptation to do these things. These gentlemen were not born yesterday. They are a shrewd, capable body of men, and I listened with pleasure to their statements, and they are not worrying over the possible loss which they say is about to befall them. I think they feel that they are quite capable of taking care of themselves, and that is the opinion of the Senate.

By Hon. Mr. Power:

Q. If those two clauses which are under the consideration of the Committee should become law, would you care to invest in a terminal elevator?—A. No, I would not, for the reason that I would not want to run the risk of being a shareholder in a company that might be liable to criminal prosecution through the action of their agent, but my feeling is that the business will either go into the hands of those who can control it themselves, or into the transportation companies.

By Hon. Mr. Young:

Q. Would you tell the Committee what is the premium over Duluth on our high grade wheat?—A. That I cannot tell you. You may be able to get that from some of the other witnesses.

By Hon. Mr. Davis:

Q. In your opinion, what would be the loss per bushel on wheat to the producer, by mixing in the terminals?—A. It is pretty hard to estimate exactly, but if it were only a mere minimum of a fraction of a loss on the quality raised in the west, it would mean a very large sum. It would be a large profit to the man who could take advantage of that, and it would mean a large sum to be distributed among the producers of the west.

By Hon. Mr. Campbell:

Q. If this Bill became law as it is framed, with all these stringent provisions, would it not be possible for them to mix grain at Port Arthur and Fort William?—A. It would make it very much more difficult.

By Hon. Mr. Young:

Q. Possible but not probable?—A. They certainly would not be as anxious to do it.

By Hon. Mr. Campbell:

Q. The penalty is so great and the detection so easy that a man would be a fool who would do it?—A. These clauses are enacted by the government with the full knowledge of what is going on.

Hon. Mr. POWER.—We might consider that, because the government does not feel certain about these clauses and for that reason they referred them to this committee. This committee is supposed to give independent consideration.

By Hon. Mr. Beique:

Q. Do you see any necessity for going to this expense, to make it a crime to be interested in grain in the United States and having an elevator in Canada?—A. It is practically done to drive them absolutely out of holding terminal elevators.

Q. What connection is there between the two?—A. They might very easily escape the law by having it held by citizens in Liverpool or in the United States. The term 'elsewhere' is mentioned there, I think it should apply to Canada or elsewhere, if you adopt it at all.

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Q. Because I am the owner of an elevator in Canada, where is the harm if I deal in grain in Japan?—A. As I said before, we have gentlemen in Liverpool now, who have companies in Winnipeg and Port Arthur. The same may apply to other countries. I think you ought to carry that as it is, or else eliminate the whole clause—if you deem it wise. I think that is a very proper provision, because they might easily escape the law by having a dummy, or have gentlemen engaged in grain over there accomplish the same purpose that we complain exists; that it would be a temptation to them to have the grain manipulated. The man in Japan, or in the United States, is no more honest or dishonest than anybody else. I am not now casting any reflection on any gentleman. If you remove the temptation absolutely, you then have a decided assurance that it will not be done.

By Hon. Mr. Lougheed:

Q. Have you been appointed to recommend these suggestions?—A. No, not in the slightest; I was not asked an opinion and I did not give any.

Q. Do you know of any particular branch of business to which drastic legislation of this kind has been applied?—A. I do not.

Q. Can you conceive of any?—A. You must understand, Senator Lougheed, this covers an exceedingly large territory.

Q. Can you conceive of any other class of business to which this principle has been applied?—A. I cannot tell you off-hand.

Q. Would you submit with docility to a like principle being extended to your business?—A. Most assuredly I would not. Here is the point; there are only four or five corporations interested in this and they are not suffering from the buying and selling of grain. They say they are not allowed to take care of their own grain from the country elevator and carry it through; they absolutely are allowed, the only thing is to put it out of their power to manage terminal elevators.

Q. You are reasoning it out, that is for us to do. Why should this principle be applied to the grain business and not to any other class of business?—A. Because the grain business involves tremendous possibilities.

Q. Are there not as great possibilities involved in transportation systems, commercial enterprises, financial systems and all other businesses?—A. There is pretty drastic legislation in connection with your railways.

Q. Can you point out anything analogous to this?—A. No, we have restrictions in our business as to flour and other things.

Q. As it is now the grain may be mixed at both ends?—A. Yes.

Q. It can be mixed at either end but not in the middle?—A. Yes, we look upon it that once the inspector puts his seal upon it, it should not be disturbed in any way.

Q. If this Bill apparently prevents large corporations and companies, not residents of Canada, from continuing the business they have established in Canada, what effect would that have upon the grain buying industry, or upon the price of grain in Canada if that competition were lessened?—A. I do not think the competition would be lessened.

Q. Would you get your grain any cheaper, do you think than you do now?—A. Not by any means, I do not think so. My own opinion is when these gentlemen say they would not buy in country elevators, if they had not terminal elevators—I do not wish to challenge them in that statement except to say I think there is a great deal of bluff about the matter. If they do not buy some other company will. It is a question of whether they should have the additional power of having these terminal elevators. They practically have a club to the independent buyers who may not have terminal facilities.

Q. A little while ago you pointed out the large profits that came to terminal elevators on certain quantities going through; as I understand, the government of Canada decide upon what charge shall be paid for elevator purposes. They fix the charge that may be made for passing grain through the elevators?—A. They may hereafter; they have not done so heretofore.

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Q. They will fix the charges under this Bill?—A. I think so, if the government decide to change the charges, so that instead of $\frac{3}{4}$ of a cent the charge is half a cent, or quarter of a cent, what effect might that have on the private property owned by these companies?—A. They would not be as valuable to them, naturally. I am not asserting that these men are fleecing the public by any means. They are making a charge, and I have had some little experience in elevators of my own. I am convinced that they make very large profits out of the amount they are charging and they may be entitled to it, but at the same time the government will regulate that if they come in, and they have to take the medicine that is given.

By the Hon. Mr. Young:

Q. Have you elevators other than for storage?—A. Yes, not in Manitoba.

Q. In Ontario?—A. Yes.

Q. You have been referring to the gentlemen who operate terminal elevators here; there are also milling concerns who are gathering grain from the farmers and who own or may own terminal elevators. They would be affected by this regulation unless they have a mill at the terminal point?—A. Yes.

Q. How would it affect them?—A. I do not think any of the mills have any terminal elevators at Port Arthur except the Ogilvie Company; they are excepted. There is a clause that the government may enact certain regulations as to what shall govern them.

By Hon. Mr. Lougheed:

Q. But they cannot have a mill separate from the terminal elevators?—A. No, the two are to be in the one town.

By Hon. Mr. Young:

Q. A gentleman, yesterday, representing the Quaker Oats Company said they had no terminal elevator to handle their stuff, and that they handled a million bushels a month?—A. We handled over half a million and expect to reach the million before the year is over.

Q. I gathered from his evidence, that they contemplated constructing a terminal elevator and he argued that this would prevent them from doing that?—A. Of course it will, they won't have a terminal elevator, they won't be allowed to have a terminal elevator.

Q. Except they put their mill at Port Arthur?—A. Yes.

By the Chairman:

Q. If a company or an individual has a terminal elevator at Port Arthur and puts a little mill beside it, would they then be able to be free from this Act and put grain through the elevator for the mill and also grain that was not for the mill?—A. I think not; if you read that clause you will find that the government may enact such regulations. It is possible it may be done in that way, but I infer that the government would never permit a mill of that kind. I assume that is what is meant by that clause that they will regulate it according to their wishes.

By Hon. Mr. Davis:

Q. Can you give us any idea of the charges at Port Arthur and Fort William, and also the Bay port elevators?—A. The charges at Fort William and Port Arthur are three-quarter cents for the first 15 days, and one-thirtieth of a cent for each day after, or practically for the year $12\frac{1}{2}$ cents. On this side of the lake, the charges are one-half cent for the first 15 days, one-eighth cent for every 15 days afterwards, or an aggregate of $3\frac{1}{2}$ cents a year.

Q. They are still doing business?—A. We have both private corporations and the railway companies doing it. I think there is some force in what Mr. Loud says, that they are used for transportation purposes, but we have the Goderich elevator operated by private owners, and I am informed they pay a dividend.

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The CHAIRMAN.—That question, under the Bill, does not arise, because the government take the responsibility of saying what the charge shall be; so that feature falls?—A. Mr. Watt draws my attention to the fact that at the present time elevator rates are under the control of the government, so that under the present Bill there will be no change.

The committee adjourned until 8 p.m.

The committee resumed at 8 p.m. with Hon. Mr. Jones in the chair.

JAMES BOWER, of Red Deer, Alberta, then addressed the committee.

I would have much preferred to have heard all the objections before going on with our side.

The CHAIRMAN.—I take it from what you say you are in favour of the clauses as they stand?—A. Yes.

Q. Whom do you represent?—A. I represent the organized farmers of the west.

Hon. Mr. YOUNG.—You are president of the Council of Agriculture?—A. Yes, which is made up of the executives of the different provincial associations all over Canada.

As one of those representing the western farmers' interests, I wish to say that the clauses under discussion are satisfactory to us in their present form, except possibly section 2 of clause 123, I fear that in providing for an exception in the case of a flour mill in connection with an elevator it may leave a loophole where abuses may creep in.

I think that these clauses which are called drastic and confiscatory are very necessary to properly safe-guard the interests of the producers, the millers and the legitimate dealers. That wrong has been committed in the past and the law transgressed I think there is quite sufficient proof, and these transgressions we believe will continue if these clauses are taken away.

I submit that these gentlemen who offer these objections have shown no good reason why these clauses should be expunged or even modified. The business of buying and shipping grain when carried on legitimately, should pay its way, making legitimate profits irrespective of storage in the terminals. Likewise the business of storage should pay a dividend without the operator being dependent on having a means of making a side profit by the manipulation of the grain passing through.

The arguments advanced by the gentlemen objecting are that if the business of buying in the country elevators and the storage in the terminals were divorced there would not be enough money in either to keep them in business. If this is true, then it means that only the large interests having practically a monopoly can enter the business. This is an admission that men with limited capital who could handle only a few country elevators would be debarred from entering the business, yet these are the very class of men we want in the business to create competition.

This centralizing of business in a monopolistic way is the great curse of our western country engendering in our producers a lack of confidence. I think that the very arguments advanced by these gentlemen themselves might well make the members of this committee hesitate to interfere with or even modify these clauses in any way, for in the doing of which they would sacrifice the interests of the producers, the legitimate small dealers and the millers of Canada to the interests of capitalists from outside whose sole interest is the making of large dividends at the expense of our Canadian people.

These clause were undoubtedly placed there for good reasons after mature thought and we appeal to you to consider the interests of those who are making Canada rather

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than those whose selfish interests only are served and in the serving forcing out of business their smaller rivals.

As I understand it the object of this Bill is to promote the production, marketing and milling of Canadian grain and not for the sole purpose of promoting these allied interests which practically constitute a merger, or at least in the process of merging. We want the grain to flow freely to its ultimate market without paying undue toll on the way. The true function of a terminal elevator is the storage of grain to take care of the country's out put.

To give you an instance of how strong this feeling is in the west,—my own Province of Alberta is greatly handicapped in the growing of grain because our natural grain route to the west is useless on account of lack of terminal facilities. We have been asking for years for a government terminal. Certain large private grain interests there knowing the farmers' desire have approached us repeatedly during the last two or three years asking our association to take stock in an elevator with them, thus giving our sanction to private terminals. Our association's reply was though the need was so great yet we were willing to do without it for years rather than sanction private terminals with their attendant evils, so that the only thing that will satisfy is to leave these clauses as they are to give us government ownership and operation at once.

The inference has been given that the Minneapolis system is satisfactory and this discussion so far appears to have been based on that assumption. When the question was asked if it was generally satisfactory, the answer was given that there was always some misguided dissatisfaction expressed by some people who did not know what they were talking about, just like the farmers' delegation here in December.

Now, I have in my possession a copy of a report of a state commission of North Dakota who investigated fully the Minneapolis system and reported to their state legislature during this year. Their report goes to show that the people there have the same grievance that we have here and they recommend as the only redress the owning and operating the state elevators. They estimate the loss now to the grain growers of their state of North Dakota at \$8,325,000 per year.

Now, it has been suggested that in taking out these clauses the Board be given wide powers in making their rulings, but quibbles would be sure to arise and appeals would be made on technicalities and questions of jurisdiction, and endless trouble would ensue. The only proper way is to have the law as clearly defined as possible and then have the kind of men appointed on that Board that will administer that law as it should be.

There is no good reason why the Quaker Oats people should not have their grain come through the terminals the same as other millers. If there was no inducement for the operator to manipulate the grain wrongfully then they could feel satisfied they would get out what they put in or what they had bought, and that is all they should expect.

As to the mixing of grades ; it has been argued that if not allowed it would tend to divert grain to the United States. I claim it would have an entirely opposite effect. If I have produced or acquired a certain amount of grain I would naturally want to send it through the elevator where I am absolutely sure there will be no tampering, in the hope that it may reach Liverpool without losing its quality. On the other hand if I am offered more for it across the line I should be allowed to sell it there, but it should not be considered Canadian grain any longer but American grain, and if I want to ship my grain through American channels without selling it should be considered American grain and not Canadian grain any longer. Then, as a natural result, I would prefer shipping through Canadian channels so as to keep up my grain's reputation and character.

Now, as to two classes of elevator; that would never do as it would put the one doing a legitimate storage business at a decided disadvantage. The privately-

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owned terminal fed from its own source of supply could skin the grades down to the lowest possible quality and yet get the same price as others shipping through the public terminal who were giving the average and consequently a much better quality, but if there should be mixing allowed at any place either in privately-owned terminal or special bins in the public terminal the grain should be considered absolutely no grade, but sold on its merits. After the grain has been once graded and the owner has repudiated or ignored that grade by mixing he should then be compelled to bear the consequences of his own act and not be permitted to foist on another a certificate of something he does not give.

The comparison that mixing is allowable in grades of lumber is not parallel. In lumber, some service is performed, some improvement is made by trimming or otherwise; in grain no service is performed but an artificial grade is created with the sole object of getting pay for something that is not delivered.

The question was asked why should not the railways own all the terminals and operate them as auxiliary to their traffic. I think if this had always been done and in all cases not much trouble would have arisen, though there would still be some temptation to defraud by collusion, but the only absolute safeguard is to keep them entirely separate from all other grain interests or else under absolute government ownership and operation.

This afternoon there were some questions asked regarding anything analogous to this, and I have been preparing an answer to that. Whether rightly or wrongly—I do not pretend to be an expert on all matters, but this is my opinion.

There have been some questions asked as to whether forcing apart the different branches of a business would be right or not. I think that under certain conditions it is quite right; it is a principle accepted as sound in the business world, and acted on every day. A manufacturer or wholesaler having customers in the retail trade handling his goods, leaves the field to them, although he could profitably engage in the retail business himself; but if he were to do so he would put the others at a disadvantage.

In this case, the terminal operator is the wholesaler, and by engaging in the buying of grain retail in the country elevators, he puts the other buyers at such a disadvantage that they are obliged to quit the field. The same thing, I understand, is about to take place in the matter of railroads operating coal lands, the government being obliged to separate the two, as it gives the railroads the advantages of discriminating against the owners of coal lands who do not own railroads.

Hon. Mr. LOUGHEED.—What is the difficulty in having a terminal elevator constructed on the Pacific coast; why is it that private capital cannot be enlisted to build that elevator? As far as I know at the present time there is private capital being enlisted.

Q. I thought you said it was not being enlisted, and appeals had been made to the farmers?—A. I said there had been repeated appeals made by the people to the farmers for building private terminal at the coast, and I think it was clearly shown that that was their purpose in view, as the western farmers were so much opposed to private terminals. We took a decided stand, more so than at Fort William, because there had not been the question of vested interest there in opposing the building of a private terminal at the coast. These men who were interested came to us repeatedly asking us to take stock in their company, and we believed and believe yet, and I think there is no question about it whatever, that the idea was to get our sanction to that proposition so as to enlist our own capital in it. But we took a decided stand; we said we preferred doing without them and that the grain route should not be opened.

Q. In the first place, the federal government has been approached with a view of building an elevator there?—A. Yes, sir.

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Q. They have refused to build it?—A. I don't know that they have refused any more than they have not done so.

Q. I understood that the prime minister, or such members of the government as were interviewed, refused to build it?—A. Certainly they refused to take action as yet.

Q. The Canadian Pacific Railway have refused to build it up to the present time?—A. Yes. We agreed we would be satisfied if the Canadian Pacific Railway would do it. The Canadian Pacific Railway gave us what we considered was a promise they were going to do it, but they did not.

Q. Mr. Whyte, the general manager of the road in the west, on being interviewed some time ago, I think indicated that the Canadian Pacific Railway had no present intention of going on with it?—A. They built a small elevator there, but that is not adequate for the purpose.

Q. Now private capital hesitates to build?—A. I understand they have bought the ground and are going on.

Hon. Mr. BEIQUÉ.—If these clauses were modified to the extent of giving to the commission of experts, which is to be appointed under this proposed Bill, the power to engage all the employees in elevators and pay them with money to be supplied by the owner of the elevator, don't you think that would be equivalent to government ownership?—A. I don't think so.

Q. It would be taking the management of the elevator from the hands of the owner and it would be managed by the commission through employees chosen by them?—A. Our belief has been that so long as there is an incentive to deceive, deception will be practised.

Q. Where could the deception come in?—A. At the present time we don't know just exactly how it is done. The other men who are present, no doubt, might be able to tell if they would.

Q. You would not be disposed to let the commission adopt such means, and if it is found to be insufficient, then to adopt more stringent means, and at the outset not to go to the extreme?—A. Unless the law was clearly defined, I do not think it would work out satisfactorily. It was suggested here that a commission with wide powers, like the railway board, would be able to make certain rulings, but although the railway board has wide powers, after these rulings are made they are appealed on the round of want of jurisdiction. For that reason, the rulings which they have made, and which the trial judges have said were reasonable and just to everybody, have been appealed and not put in force, and the country in the meantime is suffering. We believe this would be a case of the same kind. This commission might make a ruling which would be wise and reasonable, but their elevator interest could easily, by continual appeal, obstruct the ruling going into effect.

Q. Of course, it is a question for parliament to say as to whether the right of appeal is granted or not, and under the Railway Commission Act no appeal can be had except with the consent of the chief commissioner?—A. There are appeals on questions of jurisdiction.

By the Hon. Mr. Lougheed:

Q. A former witness stated that the idea was to remove temptation and in this way to get a pure, so to speak, administration or transaction of business. Is it possible in the administration of human affairs to eliminate fraud absolutely? If you are going to hedge around every business with restrictions so drastic as this, with the object of removing temptation from men, would it be possible to do business in the way we are doing it to-day?—A. You will have to wait until the time comes when other businesses are conducted in the same way.

Q. You are waiting for the millennium. Assuming the government owned the elevators and administered them absolutely through their own officials, would you

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then feel assured that fraud would be absolutely eliminated? Supposing a superintendent who is not susceptible to honest dealings, entered into a scheme or conspiracy with certain brokers and millers and others handling grain, and he diverted in the binning of the grain superior grade into a particular bin, which could be done, and which has been done, in what way would you exercise a check over him?—A. We want to lessen the chances.

Q. Would the chances under government ownership not be as great under a condition such as I have mentioned as under present conditions? You have two checks under the present condition. You have government officials to watch the elevator man whereas under government ownership the outside element could not be admitted to watch over or detect the fraud on the part of the government officials?—A. Well, while we have been asking for government ownership all the way through and are anxious to get it, yet we have feared that the greatest difficulty would be political influences or something of that kind, that there might be trouble along that line, but we want to eliminate that as much as possible.

Q. Follow that up, and suppose we enact those sections as law, and you eliminate the country elevator owner and confine the operation of the elevator to the terminal elevator man who has no interest in the grain trade, or the country elevator, what is there to prevent that man from carrying out such a fraud as I have mentioned in diverting the binning of the grain to different points, and working it out to those who are in collusion with him?—A. It might be possible, and I do not think it would be at all probable, with this board having control over him, and the inducement that was there—it could only be through collusion.

Q. Would not the same human infirmity be brought into play under that condition of facts as under the present condition?—A. It has not been proven yet.

Q. You have not tested it yet?—A. There has not been the same trouble with the railway elevators. I think if the elevators had never been taken out of the hands of the elevators, and no one else allowed to operate them, there would be very little trouble even yet.

By Hon. Mr. Béique:

Q. That is a matter of opinion?—A. Certainly.

By Hon. Mr. Davis:

Q. You have never heard any complaint in regard to the railway people handling terminals?—A. No.

Q. And the position Senator Lougheed takes would come in that case just the same as in the other case?—A. Yes, but as things are I do not think the railway elevators get a fair deal, because they only have the revenue derived from storage pure and simple, and the owners have a revenue which may be derived from some other source. The railways are at a disadvantage at the present time.

By Hon. Mr. Béique:

Q. What do you believe would take place if this condition of things were established; that elevators would be classified into two classes, one where no mixing at all could take place, and the other where parties dealing with that elevator, either as forwarding the wheat or as purchasing the wheat, would be expecting that the mixing was taking place? It would be sold as coming from an irregular elevator or second class elevator?—A. Well, I would be strictly opposed to private terminals at all in that way.

Q. Do you think both elevators would be patronized?—A. No; I do not think the public elevator would have a chance to stand up against the other.

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Q. Why?—A. Because those that would derive an advantage from the mixing of grain would, of course, have advantage in the country, and they would go more largely into buying in the country. They would buy the wheat and put it in the elevator and make their profits out of the mixing, which would be denied the other.

Q. The farmer would patronize that class of elevator?—A. Not patronize, but their grain would be bought by the operators of the terminal elevator.

By Hon. Mr. Campbell:

Q. Do you think millers would give as much for wheat out of an elevator where the wheat was doctored and fixed up as they would for wheat out of an elevator where there was no mixing at all?—A. That was sold on grade. The millers here might not, but if it were sold in the old country on grade—

Q. Would it not soon be known that this was an elevator where there was mixing?—A. It might eventually.

By Hon. Mr. Béique:

Q. What I have in mind is that it would be so printed on the warehouse receipts that it is coming from an elevator in which the mixing of grain is allowed?—A. I think in that case there should be no allowance for grade at all, that any grain that comes out of an elevator where mixing has been practiced that there should be no grade at all, that it should simply go on sample.

Q. Do you see any objection to it being sold on sample?—A. I still say that the public elevator is at a disadvantage, but not to such an extent as it would be if you gave a grade out of a mixed elevator.

Q. Then this would lead me to think that the farmers would not appreciate the advantage of dealing with an elevator in which no mixing was allowed at all, but it would be out of the farmers' hands; their grain would be sold; it would not be their grain.

Q. I understand that the grain is very often shipped by the farmer?—A. Yes, very often shipped by the farmer.

Q. He would patronize that class of elevator?—A. Yes; but there are many times when the elevator men find it to their interest to pay more to the farmer for the grain than it is actually worth on the face of it. They must make their profit out of it in some way; I cannot tell. They certainly pay more in some cases, where there is competition. In my own town where I live they are paying what is called track prices right along for street grain. They are doing that all this winter. They are not doing it at a loss, but they are doing it.

By Hon. Mr. Power:

Q. The farmer is doing better?—A. I will tell you why they are doing it in that particular case: The farmers have a co-operative business of their own, and the elevator men, to get some grain, are buying it at a higher price, possibly for the object of putting the co-operative elevator out of business.

By Hon. Mr. Young:

Q. You said the regular elevator would be at a disadvantage as against the irregular elevator?—A. Yes.

Q. How do you arrive at that conclusion?—A. Because, as I have said, those who own the terminal elevator and who have the privilege of mixing would also be buying grain, and they would buy grain to such a large extent from the farmers that they could afford to pay them a higher price than the farmer could get from the

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legitimate dealer; but they would be making a profit out of the manipulation of that grain by mixing it.

Q. Would not the effect of that be the development of a sample market somewhere, at Port Arthur or Port William or Winnipeg?—A. Supposing it did.

Q. Do you think it would have the effect of developing a sample market?—A. The benefit of the sample market would accrue to the dealer and not to the farmer or consumer.

Q. I cannot follow you in that, because if the sample market was competing half way between two grades and bidding more than the purchaser could get for it if it went into the straight grade, then would not the producer be benefited?—A. My opinion of that is, if it were all sample market that might work out; but some being sold on grade and some on sample, the man buying on sample will buy the best quality of a certain grade leaving the worst quality of that same grade to go on the grading system. That would depreciate the price of that lower grade and he would get the benefit and everybody else would lose. The whole thing is in his hands.

Q. You cannot help that, if you had a sample market that would be the effect?—A. I did not know that the question of a sample market was being brought forward.

Q. The Hon. Senator Beique asked you the result of the double barrelled system, and I asked you if a sample market would not be fair to a producer?—A. If the producer gets the benefit, but if it is a sample market that does not revert back to the producer then he is better without it.

Q. Supposing you have a car of wheat which is better than No. 2 and not No. 1, and you ship it to the Grain Growers Association, in Winnipeg, and they sell it marked midway in value between the two grades No. 1 and No. 2; would not they account to you for the difference; would not you be benefited?—A. That would be as far as that car would go.

Q. Take one car at a time?—A. A single car in a terminal elevator, what would that have to do with the terminal elevator?

Hon. Mr. DAVIS.—Apparently Mr. Power thinks the sample markets would be all right for the farmer to put their grain on and get the highest price for it.

Hon. Mr. YOUNG.—Let Mr. Power answer for himself. He understands very well. The desirability of the sample market is one of those questions that we have to consider?—A. I did not know it was up for consideration. I will be quite ready to deal with that matter later on, but at the present time I am not prepared to deal with it. I understood the question would come up later and I hope to be able to deal with it.

By Hon. Mr. Beique:

Q. I understand that the farmers have combined and they have some elevators to take care of their own grain?—A. In some few cases.

Q. They are willing to forego that privilege?—A. They are up against a pretty hard proposition.

Q. They are willing to forego that privilege?—A. I do not think that, generally speaking, the farmers are wanting to go into the grain dealing business. They want to go into the grain producing business as long as they can get their prices. They only go into the grain dealing business to protect their first interest.

By Hon. Mr. Young:

Q. Were there not some of the terminal elevators, other than railway elevators, that were satisfactory to the people using them?—A. That is one of the questions of detail that I would prefer not to take up myself. I was only going to take up general lines and other gentlemen who will be in a better position will answer those details.

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By Chairman:

Q. You have expressed the opinion that if two classes of elevators were brought into existence, say at Port Arthur and Fort William, the result would be that the elevator receiving and exporting only graded wheat would fare badly as against the other, in which mixing would be permissible?—A. Yes, sir.

Q. And that the buying of grain for this second elevator would increase competition in the country, and that the farmer would get for the grain going to that elevator a higher price than he would get for the grain going to the graded elevator?—A. While I did not say that, he might think so.

Q. If he gets it, he would have a reason of course to think so?—A. I am not here to make accusations.

Q. If it increased the competition, would not that increased competition give to the farmer an additional price?—A. I am not here to make accusations. That might be fictitious competition, that would appear on the surface and not really be competition after all. It might in many cases induce the farmers to sell their grain. It is claimed in many cases where that thing is done, that while the price is put up it is got back out of the farmer in some other way.

Q. What difference is it as to what they get back so long as they pay the higher price?—A. If I have one hundred bushels and get paid for ninety-five at a higher price.—

By Hon. Mr. Campbell:

Q. Would not an elevator that has the privilege of mixing, buy off grade wheat? They would go in for wheat that was dirty and smutty?—A. I do not know.

Q. They naturally would, because I understand there is a great deal of wheat that is smutty, and by putting it through the process of cleaning it can be raised up and made better, and if one elevator had authority to do that, and another could not mix in anyway at all they would naturally buy this grade of wheat?—A. I do not believe there is a thought of it. If I were in business and was selling on sample, I would want that sample to be high as I could get it.

Q. If the elevator had the right to clean and scour and wash it?—A. I am not an authority on what they do.

By Hon. Mr. Davis:

Q. Do you know anything about the state of affairs that existed there last year?—A. No, I am not conversant with that.

Q. What is your idea of the competition at the present time at the country points; there are certain elevators doing business at country points; is there any real competition?—A. As far as I know, I do not think there is any competition at all between the country elevators. There is competition where there is a farmer's elevator or small dealer.

Q. We have heard evidence here that some of these companies operating terminal elevators have six or seven line elevators. Would you expect competition from two of these companies if they were operating in one town?—A. As far as my own knowledge goes I do not think so. I am not putting that very strongly.

By Hon. Mr. Power:

Q. You say that there has been practically no competition for grain in the west?—A. Not in the west, I said I did not think there was any competition between the elevator interests who were buying in the line elevators. There is competition wherever there is a farmers' elevator or a co-operative association, or where a small dealer undertakes to buy.

Q. If there was no competition, then the price of grain would not go up, it would remain at a comparatively low figure?—A. I mean competition between the

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elevators at that point. The prices, I understand, are set at some other point, which they all adhere to.

By Hon. Mr. Davis:

Q. Is not the price fixed in Winnipeg?—A. I understand it is fixed some place out of our sight.

By Hon. Mr. Power:

Q. The effect of the passing of these two clauses 123 and 242 would be to render, to a very considerable extent, valueless the investments made in the two kinds of elevators. Do you think that any parliamentary body would be justified in even partially, confiscating property which had been acquired legitimately?—A. In the first place I could not conceive your first statement.

Q. Those companies who own two kind of elevators acquired those elevators under the law. Is not that the case?—A. I should think it would be lawful to acquire them yet.

Q. Are you in favour of legislation, which would step in, after a lapse of time, and say, 'here you have acquired certain property under the law, and now we propose to alter the law, so that your property would become to a considerable extent valueless?'—A. I do not think those clauses do so. If I understand them, the Board will be empowered to set the rates for storage, and surely no Board appointed by the government would set the rates at such prices as would force the operators to lose money.

Q. These parties would be obliged to dispose of a portion of the property?—A. Unquestionably. If they are needed now they will be needed again, and the grain will flow through them in larger quantities than before as they certainly will. If I were a small dealer, or a large dealer, and wanted my grain handled I would certainly put it through channels that I felt was secure, rather than through a foreign country that I was not secure in. To my mind, it will not divert the grain south, but will send it the other way.

Q. I am talking of the justice of legislation of that kind; you are a farmer?—A. Yes, sir

Q. And you own a considerable tract of land; when you acquired that land you had the right, and you still have the right to cultivate any kind of crop you please on it?—A. Yes, sir, not quite. I am not permitted to cultivate wild oats and all kinds of stuff.

Q. I see that the farmers are not just all as artless as it might be considered. You can raise barley or oats or wheat or any other kind of cultivation?—A. If I do not interfere with my neighbours or do the general public any injury, but when I do it is time that I should be called up.

Q. Supposing that an Act was passed by this Parliament forbidding you from raising any other kind of product on your farm except wheat. Would you not feel that that was a gross violation of your rights?—A. If I live long enough for that kind of legislation being enacted I will be willing to give up.

By Hon. Mr. Davis:

Q. You have certain right to farm but you have not the right to do anything that is not according to law?—A. No, at the present time there is a railway being constructed through my farm that I do not want to give them the right of way for, but I am forced to give them the right of way.

Q. You alluded to the competition that took place in certain places where there were small dealers. Where there is a small elevator dealer there is competition. If the present state of affairs is allowed to exist these line companies have a cinch on the terminals; don't you think it will have the effect of squeezing the small men out of business?—A. Certainly if these clauses are taken out. I am fully convinced that that is the ultimate result, and in the very near future at that.

Q. That is, the whole thing will go into the hands of a few men?—A. Yes.

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By Hon. Mr. Campbell:

Q. Supposing we prohibit and that mixing and grading is not allowed at all, and it does not go on, what effect would that have?—A. If we can rest assured of that. But without these two clauses we have no assurance whatever.

By Hon. Mr. Lougheed:

Q. Speaking of these two clauses; were you one of the delegation that came down in December and met the representatives of the Government?—A. Yes.

Q. Have you seen the draft Bill?—A. Yes.

Q. Are you aware that these two clauses were not in the government draft Bill?—A. Yes.

Q. You were aware that they were inserted after?—A. I saw the draft Bill at that time, and I knew nothing about these clauses until I saw them in this.

Q. Are you aware how they got in there between the time the government prepared its draft Bill and its distribution in the Senate?—A. I do not know who framed it.

A. O. Hogg, of the city of Toronto, appeared before the committee and stated: I represent the grain section of the Toronto Board of Trade. I have been sent down by them to present to you their conclusions on the Bill that is under consideration. I understand that only three clauses are to be considered, and I might say that the grain section appointed a sub-committee which went over the whole Bill and suggested amendments, the chief one being in regard to a manufacturing license for a mill elevator. I will hand this to the chairman of the committee.

By Hon. Mr. Béique:

Q. Have you any statement to make on the three clauses which we are considering?—A. Yes; with those and the additions which are suggested in this document I have prepared. The grain section of the board of trade endorsed all the other clauses of the Bill, including the three under consideration, and the principal reason advanced by the grain exporters was that they felt that the terminal elevators ought to be in the same position as between the seller and the buyer as the certificate of grade and certificate of weight is, and, whether well founded or not, a feeling certainly exists that in some terminal elevators the grain does not come out for export or for milling of as good a quality as it grades in; in other words, that when the grain comes to Winnipeg every car is graded on its own individual merits by the inspector, and it is generally understood that it has to be fully up to the standard of the grade before it gets a certificate. If it should be half way or more between it and the next grade, it receives a lower grade, and as a consequence the case of number 1 or 2 Northern going into the terminal elevator bins on the average is better than the minimum standard grade set by the Act. Exporters in making their shipments, as Mr. Flavelle stated this afternoon, know that the British miller prefers to buy on sample, or on the general appearance of the grain, rather than simply a certain grade with a certificate attached. While the importer will buy on the certificate when he sells to the miller—he is the broker for the miller—he prefers to see the class of grain he is getting, and if he should take forward in the early part of the season a cargo of say number 2 Northern wheat, that is taken over and sold to the miller, the next time he wishes to buy a cargo of that wheat, he judges of its value according to the quality he has received rather than on the quality of the standard set by the exchange, and the feeling certainly exists that the grain that goes into the terminal elevator which is controlled by the railway comes out as it goes in, and I am informed by the exporters that they certainly feel in some of the other elevators that is not the fact. Personally, I am not aware of the circumstances, but my information is to that effect.

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By Hon. Mr. Lougheed:

Q. You say the exporter doubts very much whether he has received the quality or grade that has gone in?—A. Yes.

Q. How can he determine that if he is not absolutely familiar with the particular quality of the grade or the grade itself that has gone in? It is simply a difference of opinion, is it not, between the seller and the buyer, and that difference exists invariably in almost every transaction?—A. Well, I am interested in two or three interior elevators and I get the samples of every carload that is shipped in, and we get the inspection certificate, and I am satisfied that a number of the exporters are interested in interior elevators as well, and know the quality of the average shipments as they go out.

Q. But have they the sample of the grain that went in and the grain that comes out?—A. No.

Q. On what do they base this alleged discrepancy?—A. On the basis that if you take 100,000 bushels of number one Northern wheat, and it runs better than grade, and take 100,000 bushels out of another, and it runs exactly what is called the skin grade, they draw their conclusions in that way.

Q. I suppose there may be a difference of judgment exercised by the different inspectors; one inspector's judgment as to what constitutes number one grade may differ somewhat from his brother inspector. Would that not create a variety in that particular grade?—A. If inspected by different men?

Q. Yes, one might have a higher conception as to what constitutes a particular grade than another?—A. Yes.

By Hon. Mr. Young:

Q. Is there not machinery provided that if a purchaser does not receive a cargo of grain up to the quality he is entitled to, he can demand a survey?—A. Yes, certainly.

Q. How many surveys have there been of cargoes going out of Fort William?—A. I do not know that.

Q. Do you know of any?—A. I do not know of any personally; that was not the point I made. The point was that it comes out up to the grade, but nothing past it in one case, and in the other case it is above the grade.

By Hon. Mr. Davis:

Q. Supposing there were thirty cars of No. 2 Northern grade, ten cars of that grade might be within a shade of No. 1, but still not good enough to get into No. 1 and would be graded as No. 2?—A. Yes.

Q. Supposing that was stored in bin number A by the terminal elevator man, and another section of the thirty cars would grade a little less than the first number of cars but would still be a little above the number two grade, but would not be number one, and he would put that in another bin, and the last five or six cars would grade exactly No. 2, and he would put those into a third bin by itself, all kept by themselves, one very nearly number one, and another half way, and another the actual two grade—barely two; supposing an exporter who had nothing to do with the terminal elevator but simply an exporter, comes along and orders say ten thousand bushels of grain; the elevator man gives it to him out of that lowest bin and that goes out, that is the lowest grade. Supposing the elevator man, who is also an exporter has ordered ten thousand bushels for somebody, and is given from the first grade, very nearly up to No. 1, and that is shipped out. What would be the effect if the two outfits of grain went into the hands of the same purchaser in England. He purchased one from the elevator man which was greatly superior to the one he purchased from the exporter, who had no interest in the terminals, what would he naturally say? Would he not say he would not buy any more from him?—A. The man who gave him the best grain would get the next order.

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Q. And the independent exporter would be shut out of the market?—A. Yes, if that were done.

Hon. Mr. Young.—All the binning is done, under the present Act, by a government official, that is, these cars have to be allotted to bins by government officials, not the owner of the elevator. The owner of the elevator has no authority to either take out of or put into a bin any grain whatsoever until he is so ordered by a government officer. If this order of things which has been suggested prevails there must be some crookedness between the government officer and the elevator operator. I think there should be some strong measures to prevent any variation in the grades going out of the terminal, keeping the terminals a distinct and separate matter altogether, the same as the railway would keep it separate in the cars, or as it would be kept separate in the vessel, so that the grain would get to its ultimate destination, the miller in this country or in the old country, on the average as it goes into the elevator, and of the same average as it comes from the producer.

By Hon. Mr. Davis:

Q. Do you run elevators in the interior?—A. Yes.

Q. Have you had any trouble with the terminal elevator people at all?—A. No.

Q. Do you buy grain from the farmers?—A. Yes. My firm operates three elevators, but that is not the reason I am here at all. I heard some statements here to-day about the loss of grades. Our experience last season was that out of sixty cars shipped out of our Saskatchewan place we had two grades under and one grade over, that is, it graded what we bought it for and shipped it for, and what it graded at the elevator. That was from one particular elevator we have a record of, chiefly wheat.

Q. If you lost 24 per cent of your grades would you lose money?—A. Yes, sir. The grain section fet, and voted unanimously, that those clauses of the Bill would be necessary to prohibit what has been going on in the way of mixing at Fort William which has been brought out in the prosecutions that have taken place against some of these houses. From the standpoint of one operating an interior elevator, it struck me to-day when the statement was made by one of the gentlemen present here of one of these terminal elevators holding four and a half million bushels of grain, worth probably four million dollars, giving a bond of \$50,000; that a man operating a country elevator under this same law is required to give a bond of \$5,500, with an elevator having the capacity of 25,000 to 30,000 bushels. On the same average, I figure it out that the country elevator gives a bond two hundred times as large as the terminal, and is under just as severe restrictions as to binning separate and grading, and under all the penalties of the Act. When my firm first thought of going out there, I studied the Manitoba Grain Act, and I thought it would be impossible to do business under it. A farmer can demand space in the elevator, and if you have a bin there you have to give him the space and hold his grain for him until he can get a car. In one place where there are four elevators, one is owned by a syndicate of farmers having eleven shipping bins close to the track, in which eleven farmers can put a thousand bushels each, and the other house may have thirty thousand bushels in, and, under the Act the elevator man can ship one car, and can only get the one car as against the other man's eleven, and he cannot get a second car until the order for these eleven are filled. After the orders are in, they have to come in rotation.

By Hon. Mr. Lougheed:

Q. We have no power to deal with that?—A. The relative difference of the bond required does not look to me to be of sufficient protection as between the seller and buyer as to what may take place at a terminal elevator if it is owned by some one who has an interest in internal elevators. When another man owns an interior one and has no interest in the terminal, it does not look as if they were having a fair, open, competitive market, and the exporter feels exactly the same way. The man who has the combination has the advantage of earning storage through the winter, and whether he manipulates or not, it is thought

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he does. I know if I took a car down to Fort William I have nothing more to say about it; we have to take the government inspector's certificate for the grade and the government weighmaster's certificate for the weight. There is a feeling that if the grain went out on the average as it went in, in the long run month after month and year after year it would command a higher price for all the grain than it commands now, and for that reason we believe that some strong measure is necessary to be taken to protect the quality and condition of the grain which commands a high price in the old country markets and at home.

By Hon. Mr. Davis:

Q. You say you operate elevators in the interior and in competition with other people?—A. Yes; real live, genuine competition.

Q. Do you ever have farmers come to you and offer to give you grain less than other people are offering for it?—A. I have been dealing with farmers all my life, and I would like to get a photograph of one who does that.

Q. How much do you dock a bushel on your grain?—A. We do not dock; we clean it and give it back to the man that owns it if there is any dockage.

By Hon. Mr. Campbell:

Q. You think this Bill should be passed as it is with these clauses in?—A. I don't know the exact wording of the clauses, but something of that nature.

By Hon. Mr. Davis:

Q. That is not only your own opinion, but the opinion of the section of the board of trade you represent?—A. Yes, sir.

The Committee adjourned at 9.30 p.m. to meet to-morrow after the sitting of the Railway Committee.

OTTAWA, March 23, 1911.

The Committee on Bill (Q), An Act respecting Grain, resumed at 5.30 p.m.

The CHAIRMAN.—We have here to-day Ex-judge Phippen, of Manitoba, who will address the Committee on this question.

Hon. Mr. DAVIS.—Is he appearing as a private citizen or as representing the Canadian Northern?

Hon. Mr. YOUNG.—He is appearing just as a citizen to state what he thinks is best for Canada; however, he is quite capable of explaining his position.

JUDGE PHIPPEN.—I am not prepared to make any set address on this matter. Perhaps in the first instance I had better answer the question put by the Hon. Senator Davis, as to the capacity in which I appear. I appear, Mr. Chairman, and gentlemen, simply to state what I believe to be facts; whether they be stated by me as representing the Canadian Northern, or as facts which have come under my knowledge during my life in the west, is probably a matter which is immaterial to this committee so long as they are facts. I am going to assume in the few words I have to say that the reciprocity agreement which has recently been negotiated between this country and the United States will in time become law. I think that is a fair assumption at the present moment. I am going to assume that if that agreement becomes law the conditions which exist in the United States to-day, permitting the mixing of grain, will still prevail. I am going to assume that the United States will not amend its law in regard to mixing, so as to make it conform to the present law of Canada. Assuming

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that to be the case, the present Bill is directed against the mixing of wheat in Canada, not during the interregnum between now and the time when the reciprocity agreement may become law, but for all time. It is a Bill which is drafted and which if enacted will become law, regardless of the changed conditions which will be brought about by the proposed agreement between Canada and the United States. Then, Mr. Chairman and gentlemen, that will mean this: that grain can be mixed in the United States, but cannot be mixed in Canada. What I say is that if we have any regard for Canadian interests that is a position which is impossible to continue in the interests of Canada. It seems to me the position is very shortly put in this way: how far do we, as Canadians, wish to use the advantage which we have as a grain growing country? How far do we wish to treat the advantage which we will shortly have of being one of the largest wheat producing countries in the world, and are we willing that we should grow that wheat and immediately hand it over to the United States of America to deal with it as their product, or do we wish to continue to keep that product within our own country, so long as its retention here makes it profitable to Canadians? It seems to me that that is the only question which we as Canadians have to consider in the matter which is now before this committee. What I mean is this: the larger portion of the Canadian crop to-day is grown for export purposes. As our crop increases, as the settlement of western Canada increases, that proportion must also increase. We all, I believe, expect that, at no very distant date, Canada will be one of the foremost wheat exporting countries in the world. That wheat must move from our western plains to its natural market, Liverpool. The question which we have to consider, in connection with this Bill, and it is the only question which interests me personally and as a Canadian citizen, is how far we are to use the advantages which we have as a grain growing country, in connection with that wheat which we have to export. If it passes immediately to the States and from there to England, it is handled as an American product. If it be kept in Canada it continues as a factor, a business factor in Canada, until it leaves our shores at some of our eastern ports. In other words, you cannot haul wheat on the railway, you cannot handle it without benefit to the country through which it moves. We all know that of the railway earnings to-day about 70 per cent is returned to the public in the shape of the operating expenses of the road, made up of the labour paid employees of the road in moving freight, repairs of tracks, track renewal, and car renewals and all the incidental expenses which go to make up the cost of operating the road. I think I am right in saying that about 70 per cent of the earnings of every railway in Canada is returned to the public of Canada in the shape of operating expenses. I do not know exactly what it costs to haul a bushel of wheat from Winnipeg to the Atlantic, but I do know, whatever it costs, that approximately 70 per cent is left in Canada in the shape of wages and other railway operating expenses. If that same bushel of wheat is handed over to the United States at some border town, Emerson or some point further west, it ceases to be a factor in the business of Canada from the time it enters the United States. What I have asked this committee to do is to see that no legislation is passed which will permit the crop of the west to enter the cities of the United States in the west, but rather to keep it in Canada and to let it leave Canada on the Atlantic coast to the east. Why, gentlemen, what was it that induced Canada to expend the millions of dollars that it has to construct railways north of Lake Superior? What was it that induced Canada to assume the burden of the building of the Canadian Pacific, to induce it to build the National Transcontinental, to assist in the construction of the Canadian Northern? Why was it that parliament built these roads? To keep the trade of Canada within Canada.

Hon. Mr. BÉRIQUE.—I do not think that the judge is keeping to the question; he is rather entering into a discussion of reciprocity.

The CHAIRMAN.—If I understand the judge correctly, he is pointing out the advantage to Canada of holding the transportation of the grain within Canada until it reaches the ocean. He connects that with this legislation. He says if this

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legislation goes into effect it would divert the grain to the south. If the trend of his argument is along that line, then I think it is well within these three clauses.

JUDGE PHIPPEN.—Mr. Chairman and members of this committee, I must apologize if anything I have said is taken as a political speech. If it is a political speech it is the first one I have ever made. If I am making one now it is absolutely not my intention and I apologize. What I had in mind was expressed by the chairman, and perhaps it is unnecessary for me to elaborate on the desirability of keeping the movement of this grain within Canada, and to attempt to show rather how the enactment of these clauses will result in it passing immediately into the United States. Perhaps if I do that and leave the rest to the imagination of the Committee, after what I have already said, I have done all that I have any desire to do. Let me say first, however, dealing with these clauses directly, that this country under the great seal of Canada, by letters patent issued under the hands of our Governor-General, has incorporated numberless companies with the express power of both carrying on an elevator business and of buying and selling wheat. Up to the present time it has never, so far as I know, been considered an improper business, let alone a criminal business, for any person or any company to engage in the storage of grain and at the same time to purchase and sell grain as a business. Now it is proposed not only to prohibit the conduct of such business by any person or company, not only to make it a crime to hold stock in two companies, one of which may carry on an elevator business and the other a grain business, but it is by this Act the intention to make it a crime to do that which parliament—not parliament, although it is done directly under the authority of parliament—but which Canada has done under the authority of its great seal and the hand of its Governor-General, and to destroy the investment of capital which has been invested on the strength of powers so granted. I do not say that if the necessity arises parliament should not do that; but what I do say is that parliament should be very careful before enacting such drastic legislation to see that the cause justifies what they are doing. Parliament is doing that, as I understand it, not because it is wrong for a man or a company to buy grain and at the same time to carry on an elevator business, but as an assistance to the enforcement of a law against mixing, merely as an assistance to the enforcement of a law against the mixing of grain. Now, what I come to is this, that if that be so, is it worth while to pass such a law merely to assist in enforcing a law against the mixing of grain, or is parliament strong enough to enact and enforce a law if it be deemed advisable not to permit the mixing of grain in Canada? Is parliament strong enough to pass a law and to enforce a law against the mixing of grain without coupling with it the drastic provisions which are under the immediate consideration of this Committee? It seems to me that is the question. Let us then see how far mixing can be enforced, if, as I said at the beginning, the reciprocity agreement between Canada and the United States comes into effect—and, Mr. Chairman, I might say in connection with my remarks, I assume that the reciprocal arrangement which has been entered into will become effective by legislation both in the United States and Canada. My experience has taught me this, that grain is a commodity of exact value, that if I bring a load of grain to the market to sell, the man who will pay me one-eighth cent a bushel more than any other man for that load of grain will get it unless there be certain restricted conditions that more than make up for the increase; but conditions being equal, grain is a commodity of exact value, and the man who will pay a fraction of a cent a bushel more for the grain than any person else will get that grain. If mixing is permitted on the other side and not permitted in Canada, the American market will have the advantage of mixing grain, whatever that may be. It may be said that we will cancel our inspection certificate at the boundary. Granted that that be so, granted that the inspection certificate be cancelled at the boundary, to my mind that does no answer the case at all, because the cancellation of the inspection certificate at the boundary will not prevent our Canadian wheat from going into the United States where it can be

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mixed. If by mixing you can add one fraction of a cent a bushel to the value of that crop, it will go there, and it will go there to the capacity of the railways to take it there; and I can assure you from I know in the west that there will be no lack of capacity for American roads to take the wheat to the United States if Mr. Jim Hill lives and if you give him an opportunity to take it there under conditions that make its movement through the States more favourable than through Canada. I am not talking about reciprocity, I am assuming that goes into effect. Does the mixing of grain increase its value in the hand of a man who mixes it? If it does, he can afford to pay more for it than the man who does not mix. I submit it does, in the first instance, because if it did not he would not go to the trouble of mixing it. I submit it does in the next place because a skilful man, by mixing grades, can increase the selling value of the grain. To take an illustration: we have here say two samples of grain; this is No. 2 Northern and this No. 3. The car from which this sample of No. 2 was taken graded almost No. 1, just fell under the line; and the car from which this sample was taken graded almost No. 2 Northern, just fell under the line. If these two cars are put together there is a sufficient latitude in the grading of this car of No. 2 over the worst car which would grade No. 2, mixed with this car which graded No. 3, to bring it into No. 2 grade; and then instead of having one car of a thousand bushels of No. 2 and another car of a thousand bushels of No. 3, we have two cars of a thousand bushels of No. 2; we have got our grade up, and not only would this car bring up one car, but probably in skilful hands it would bring up several cars if in the first instance they were close enough to the dividing line separating No. 2 from No. 3 Northern grade.

Now, what happens? There is no doubt whatever of this fact, that our price, generally speaking, is fixed by the export value of wheat. It is true there are times when local competition amongst millers in the west, both in the United States and Canada, raises the price slightly above the export value, but immediately wheat goes down to export value—that is to the value at which it could be exported on some slight profit—the export trade will take all that can be got for it. The practice in the west to-day is that. As cars are inspected by the government inspector, and samples are taken which are divided into two parts, that is samples from each car, and these samples are spread out on a long table, such as we have before us now, each sample has a little piece of paper on it on which is the number of the car and grade of the wheat at which it has been inspected—No. 1, 2 or 3 Northern. The milling representatives sees that this sample, although it graded No. 2 Northern, almost went No. 1. The milling representative is an expert in the value of wheat, and he knows when he sees a sample where it should grade. He knows there was just a question of doubt whether this sample should be graded as No. 1 or No. 2. The spread at that time between No. 2 and No. 3 Northern is five cents, and the spread between No. 1 and No. 2, we will say, is three cents a bushel. This car is worth almost five cents more than another car of the same grade, and which was simply dumped into No. 2 grade; and if a miller buys that car he buys it on its grade; and if there is competition amongst millers, he may pay a little more than for another which is just put into that grade. But it is sold in the trade, and he buys it and diverts it into his own elevator at the Lake of the Woods or Port Arthur, as the case may be, and he then has the car which is bought on a No. 2 inspection, which almost went No. 1, and is worth that much more to him for market purposes, and he mixes it with other wheat, which is perfectly legitimate for him to do, in a way that will give him the best blend and produce the best flour from the wheat which he has in hand to deal with. Now, the wheat which we export by our much-boasted inspection is not a high grade wheat. Those high grades are skimmed off by the miller—it is like skimmed milk. The best qualities of the wheat are taken by the millers, and what we send forward to Europe are not the cars which almost got into a higher grade, but the cars along the lower part of the grade. What does the purchaser in England expect to get when he buys a car of No. 2 wheat? He knows what the requirements are of our No. 2 sample of

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our Northern wheat. He knows what the qualities of the wheat must be in order to grade up to that sample, and he expects to get it, and under our inspection practice he does get wheat which grades up to that sample, but he does not expect to get wheat which will almost go No. 1. If he does he will be fooled; he gets what he expects to get, but not much more, and consequently fixing the price to be paid for that wheat, which, after all, must depend on the price of the flour and the quantity of flour which will be produced by a bushel of that wheat, fixing the price, based on the flour productive capacity of that wheat, he fixes a price which is a fair price for a bushel of wheat dumped into the No. 2 grade—what he pays for and what he gets. Will any one tell me that that market is hurt any or is advantaged at all by our dividing our wheat crop into zones, as it were, and allowing the millers to skin them and the other portions of the grades to go forward and be sold in England—will any one tell me that we would be in any worse position if, so long as it passed the inspection of our inspectors before it reached the English market, so long as it was not tampered with by the last inspection by the government inspector, will any one tell me the samples of our wheat would be any worse or command any lower price, or be of less value to the English miller, if, by mixing the higher grades of No. 2 with the higher grades of No. 3, we increase our quantity of No. 2 and give him exactly the same quality of wheat which was fixed by the standard of our government when they arranged these grades, which he expected to buy, and which we expected to deliver to him? If so, if we would be hurt, then possibly the law against mixing should be continued. Then it may be said, 'but the farmer would not get any benefit from this.' To begin with, I say it would not make one iota of difference to me. I am not speaking unkindly of the farmer. It would not make any difference to me, if I was assured the farmer would not get any benefit; but he would get a benefit, perhaps not the whole of it, but a large proportion. Take the case I put: If a car of No. 2 wheat of a good sample and a car of No. 3 wheat of a good sample went into one and made two cars of No. 2, which have the same export value as the original one car had; and if the spread between No. 2 and No. 3 was five cents a bushel, then have not we increased the selling value of that wheat by \$50? That is five cents a bushel on the 2,000 bushels. If, in buying wheat, I know that I can sell it for \$50 more under a condition of affairs which is going to prevail to-morrow than I can sell it under a condition of affairs which prevails to-day; then is it not natural that competition will lead the people who are buying this wheat for the purpose of making money out of it to bid up that wheat until some part of that \$50 goes to the farmer? I say, with confidence, that it will, and that the farmer would receive a very large proportion of the increased value of the crop by mixing wheat.

There is another feature to this, a considerable quantity of our wheat this year is off grade. If grade wheat is the rule, an exporter would have to send it over and take his chances on it, and he would not get the best price for it in the English market. It is the foreign market that upholds our standard grades. It is bought by the millers at a price which is very much less than it is really worth, and if by cleaning and mixing a portion of it, a considerable portion of it could be brought into standard grades, it would result in the farmers receiving a considerable additional amount on the sale of their off-grade wheat. Now I am not arguing this with the hope of convincing you that mixing is a good thing; because I know it is not a matter which is under the consideration of this committee, but I am arguing it to show that mixing is not such a disadvantage to the country as to justify parliament in passing legislation which stultifies the grants which it has made, under the great seal of the country, by which millions of dollars have been invested in this country, and which makes a man who goes to bed to-night an honest citizen wake up to-morrow, when this Act becomes law, a criminal; and who, under the law, should be sent to jail and penalized by a fine. Why? Because he happens to own stock in a company which the government of Canada has incorporated, under the most solemn assurance which can be given by parliament. I say that these conditions do not justify this drastic legislation. To me it

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seems that if we have to interchange wheat with the United States, whatever conditions prevail in the United States, under which that wheat goes to the sea coast, that at least as favourable conditions must prevail in Canada, if we are to derive from our western wheat the full benefit that we should and if we are to keep within Canada our own crop as long as possible and give to Canadian citizens in railway earnings a percentage of these earnings in order to build up our country.

By Mr. Davis:

Q. You have given us a lot of information about the way in which wheat could be treated, and you have said that the upper grade is skimmed by the miller, and the lower grade goes to England, and that we do not get the advantages of the better class of grain?—A. Not on export prices. Don't you think that if we had the management of the terminal elevators that every car of No. 2 wheat that was purchased should go into a No. 2 bin? Supposing there are fifty cars, and twenty of these cars are poor grade and thirty high grade, and supposing they were all put into one bin and go to England as No. 2. Is that going to increase the value of our wheat in England?—A. Yes, if you can legislate as to the particular car of wheat and what the buyer should purchase. He is going to use judgment in purchasing.

Q. Should he be allowed to put that wheat in any place he likes when it gets to the terminal?—A. If it is his own wheat. Are you going to say that before the miller grinds that wheat he must mix it up?

Q. Your contention is that people who buy this wheat should have separate bins and keep the high grade in one bin and the second grade in another?—A. No, I am not contending anything. I am telling you what are the facts. I am telling you how this business is handled in Canada, and it should continue to be so handled as long as mixing is prohibited, until you legislate what particular car of wheat a particular buyer has to purchase.

Q. In the case of reciprocity becoming law, don't you think a sample market will have the effect of rectifying a lot of trouble?—A. That depends on what you define as the trouble, and what you define as a sample market. What I ask is this: as wheat is a commodity of exact value, Canadian legislation should not make the handling of wheat in Canada more difficult, or make the conditions more onerous than prevail in connection with the handling of that same wheat in the United States.

Q. Your whole argument boiled down means this: that if mixing is not allowed in this country, the railways are not going to get the hauling of the wheat?—A. That is boiled a little thicker than I put it; I go further than that. If I came here to argue simply from the standpoint of the railway, probably the majority of the members of this Senate would give me very little sympathy. No country that I have heard of has ever been prosperous when its railways were bankrupt. If seventy per cent of the earnings of the railways go to the people of the country in the form of wages, car building, track repairs, &c., then I think I have a right to say I am not arguing entirely in the interests of the railroads, but I am arguing in the interests of Canada as a whole.

Q. Does not it come down to a question of rates?—A. I do not think so; our present rates are considerably lower than corresponding rates in the United States.

Q. If your rate on this side is lower than it is on the other side, don't you think that the trade will still continue on this side?—A. If we carry wheat for nothing on this side, I am not sure that we could overcome the value of mixing.

Q. How much do they make out of the mixing?—A. It depends on the crop and the spread between the value of the grade, and it depends on the skill of the man who does the mixing. In the case I put before, if a car of No. 2 wheat is put with a car of No. 3 and if you make them both grade No. 2, then the profits is \$50 on 2,000 bushels, assuming the spread is five cents.

Q. A company securing a charter from the government has not the privilege of breaking the law?—A. No, I did not say so.

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By Hon. Mr. Power:

Q. It was stated by more than one witness that there had been no complaint against the elevators which were operated by the railways, particularly by the C.P.R.; I would like to know whether this drastic clause going into operation, if a railway company such as the Canadian Northern could take over these terminal elevators, and what the effect would be?—A. I do not know what the effect would be; I suppose it could be done. Somebody will have to operate the elevators. It will be illegal for any person interested in the purchase of grain to operate an elevator, and possibly the railway companies will have to operate them. That does not minimize the drastic nature of the legislation and the effect on some people who may be entirely innocent of wrongdoing in the shape of mixing.

By Hon. Mr. Edwards:

Q. If, under this Act, a strong grain Commission is appointed who select good officials and if these officials go into these terminal elevators and manage them, would not it be possible to have conditions whereby there could be no such thing as mixing grain?—A. Yes.

Q. Unless positive collusion took place?—A. I think so, that is what I argue. I did not refer as to how that should be carried out, because I did not wish to take up your time.

By Hon. Mr. Lougheed:

Q. If these sections were passed, would such a law absolutely preclude collusion?—A. No, I do not think it would. I do not know of any law that absolutely prevents fraud.

By Hon. Mr. Watson:

Q. Would it prevent mixing of the railway companies owned the terminals?—A. Would you have the railway companies buy the terminals?

Q. I would consider the railway companies should control the situation?—A. I do not know how far Parliament would think that legislation was fair. If Parliament wanted to control all the terminals, or wanted to make an arrangement by which terminal elevators should be controlled by the railways, then I do not think there would be any complaints on the ground of mixing. In the past, the terminal elevators were controlled by the C.P.R. and when there was a law against mixing of wheat I never heard of any complaints of that law being violated in the terminal elevators.

By Hon. Mr. Talbot:

Q. If the railways were to take over the terminal elevators from the present owners, would the present owners suffer?—A. It depends on the terminals which it took over. If we get the terminals as cheap as we would like to get them, they might suffer.

The Committee adjourned at 6.10 p.m. until 8 p.m. this evening.

EVENING SESSION.

The Committee resumed at 8 p.m., March 23, 1911.

Hon. Mr. DAVIS.—Mr. Bower last night in making his statement alluded to a clipping from Hansard, and you said he had better put it in. He would like to do that and make a few remarks on it, if you have no objection.

The CHAIRMAN.—Very well.

JAMES BOWER addressed the committee as follows:—

When Mr. Graham made these remarks it was in connection with a Bill that was before the House at the time for the incorporation of a certain railway which was asking for coal mining and operating privileges. Eventually the clause in that Bill was withdrawn. They did not allow that company these privileges. Of course, they were not giving the charter, but in the discussion that arose it came up that with regard to those who had charters allowing them to own and operate coal mines these privileges might be taken away from them later. Mr. Graham said at page 5181 in Hansard of March 10:—

I think we had better let it pass. It was explained in the committee pretty fully. In the west the railway companies practically all own coal areas, and operate them in connection with their traffic. It may be that in years to come we shall have to cancel all these rights by legislation if they are abused. If it should happen that the coal companies and the transportation companies should put their heads together so that where you reduce the freight rates they will add them to the price of coal, it might be necessary to pass legislation in Canada similar to what has been passed in the United States, prohibiting coal companies from being one and the same people.

Following up the same subject, Mr. Oliver said on page 5183:—

I want to support in every particular what my hon. friend has just said in regard to the undesirability, in the public interest, of a railway company being also an owner of coal mines. While the same men may own the railways and the mines, if they own them under the one organization neither the local government nor the Dominion government can control their operations as effectually as if they were separate concerns. The situation which the Minister of Railways fears must be dealt with by drastic action if it arises. It will arise in the future if it is permitted, and the time to stop it is now and not hereafter. It strikes me that as this charter is for an electric railway, it is reasonable to say that the precedent in regard to steam railways does not apply. It is evident that the coal mine owner who also owns a railway is in a more advantageous position than the coal mine owner who does not. It is in the public interest that there should be as many separate owners of coal mines as possible and therefore when you give a special advantage to the owner of one coal mine because he owns a railway you enable him to monopolize the coal mines which are tributary to the railway, you put the other owners at a disadvantage and put the general public at a disadvantage to that same degree. I cannot allow this charter to pass without entering the most emphatic protest I can against the principle of chartering railways and coal mines together as in this particular case.

Again on page 5185:—

The necessary effect of the linking together of the two enterprises is to give an undue advantage to the coal enterprise which is linked with the railway over the coal enterprise which is not linked with the railway. The railway is, or ought to be, a common carrier, to carry for everybody on equal terms—that is the purpose of chartering a railway; the railway gets special privileges on the theory that it will act as a common carrier and will deal on terms of equality with parties desiring to ship over it. But it will not act as a common carrier and deal fairly between parties if it is interested, in one particular enterprise to which it looks chiefly for its traffic. No railway commission, no governmental control can properly protect the public interest in these cases.

The point I wanted to make was along these lines. I claim that the true function of the terminal elevator should be to provide storage facilities, and that all should be treated alike; and, just as Mr. Oliver made the argument regarding railways, I would

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like to make the argument regarding the terminal elevator, because if the terminal elevator also owns tributary country elevators they will put those who have not a terminal elevator at a disadvantage who are owning and operating country elevators. I also say that no commission, or no governmental control can control if the incentive remains to do this injustice to the producer and small dealer. I would like to say, as the question arose to-day regarding the diverting of trade to the United States, if Reciprocity or free trade goes into effect, a few words relative to that.

It has been claimed that if free trade in grain with the United States takes place and these clauses at the same time are retained, the effect will be to divert grain across the line. I wish to show that it could not possibly have that effect. The fact has been that in the past, with the grading system abused on both sides of the line, the local buyers on the United States side working on a smaller margin than the Canadians, were paying several cents per bushel more to the producers, thus giving the American farmer an advantage over the Canadian, but with free trade, and with these clauses retained, the American farmer who ships his own grain, and the American small or local dealer will naturally ship for export via Canadian channels and thus participate in the benefits of an unimpeachable certificate.

On March 20 there was another reference to the same matter. At page 5740, when the matter was being discussed, Mr. Graham said:—

Mr. Chairman, it is difficult sometimes to lay down a policy which is applicable to all conditions, for the reason that members from various parts of the country where the interests are so diverse always imagine that they make out a special case if they wish a clause of this kind inserted. I believe that the larger railway companies have the right to deal in coal. Up to the present time in Canada it has not had any effect in so far as I know, but, as I have pointed out in the committee, as our coal mines are taken up we might very well find ourselves in the position of the United States where they have a combination of coal mining and transportation companies which might be a menace, and which might have to be removed. On principle, I may say, unless a strong case is made out or there is some special reason, I think it is better not to have the two combined.

By the Chairman:

Q. You have pointed to these extracts to show that in the interests of the people of north-western Canada—to whom I presume the principle was being applied—that in the matter of a railway company owning coal mines, mining coal, transporting it themselves, to dispose of within the provinces, these remarks indicate that it would not necessarily be in the interest of the province that that should be allowed?—A. Or to the owners of other coal areas.

Q. Would it apply where the purchasing is done from the people of the provinces, and what is purchased is shipped out of Canada? It is a reversed condition?—A. My argument is that in the same respect as the railway owning coal mines would have an undue advantage over their rivals, so would the grain dealers who own terminals have the same undue advantage over their rivals as purchasers who have not the advantage of terminal facilities.

By Hon. Mr. Watson:

Q. Would you go so far as to suggest that the people who own stock in a railway should not own stock in a coal mine?—A. I am only putting this forward, as that was the stand taken by the government in this matter, and the question was raised, was there any other legislation or any other thing that we could show as analogous to this, which these clauses.

Q. Those clauses provide that a person cannot be a stockholder in a terminal elevator and in a line elevator in the country?—A. Yes.

Q. Apply that to a railway; a person could not hold stock in a railway company

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and hold stock in a coal mine?—A. Of course the question of coal mines was not under consideration. I was only using this as an illustration, but the same thing arises in other matters as well, that in the public interest drastic steps should be taken if necessary.

J. A. MAHARG, of Moosejaw, Saskatchewan, President of the Saskatchewan Grain Growers Association appeared before the Committee and stated:—I do not purpose going into the details, intricacies and side lines that have been advanced so far, at least to any great extent, only so far as it is necessary to rebut some of the statements that have been made. To me, the greatest opposition that has been put up so far against the enactment of these clauses has been in regard to the confiscating of the property and reducing its value. In regard to the first item I mentioned, confiscating the property, I want to make my position as clear as I can and the position of the people interested as well; that is the farming community. Statements have been made here on the floor and elsewhere of a wonderful nature in regard to the knowledge of the farmer and so forth. I want to correct that to show that I do not consider there is any misapprehension at all on our part. When we are referred to on the public platform we are let off very nicely and easily. The worst thing that has been directed towards us is that we have been misguided or something like that. That is not too bad, but they go farther than that—which has come to my own ears as well—and this may be apart from the matter under consideration, but I desire to refer to it—different definitions entirely have come to my own ears, as well as to the ears of some of the other gentlemen interested, and against these we strongly protest.

If they have anything to say we desire it to be said openly and above board, so that we will be in a position to take whatever stand we see fit in regard to that. Respecting confiscation of property, that is one of the things farthest from the mind of the grain growers as a whole or individually. As their representative here, I want to show you that that is not what we desire. What we want is a fair deal. We do not want to injure any person or corporation. They tell us that their property will be ruined. One gentleman said he did not think it would be worth ten cents on the dollar. I fail to understand why. The rules in this Act state clearly as can be, that the commission shall set the rates. They shall regulate the charges, If the elevators are not paying by making a certain charge, and if they can give sufficient proof to the commission that they are not paying, then the commission, in duty bound, will increase these charges. I, as representative of the farmers, do not want the men operating these elevators to lose one fraction of a cent on their operations. We are perfectly willing to pay every cent necessary for the proper operation of the elevators, and in order that they may pay fair dividends; but we do not want these elevators to be operated and unfair charges exacted from the people. I think I will be able to show to you gentlemen that it is taken indirectly, otherwise our friend's statement, in one regard, is not up to the mark, and that statement is that they are not philanthropists. If they are not philanthropists they must have some way of recouping themselves, and I think I will be able to show you how. In the next place, I desire to say that practically the total capital in the west is American capital. We have no objection to that at all. We want American capital or foreign capital in our country. We have no objection to that. We do object to it coming in and debarring our local men and British capital from getting on the ground. That is the situation as it stands in the west at the present time. I know of one local company which was formed in our own city. They operated very successfully for a certain length of time, but sooner or later the larger interests came in and acquired terminal facilities and line elevator, and that local company was forced to relinquish its buildings and plant entirely. This is no idle talk or misguided information. I am in a position to substantiate to the fullest extent everything I say.

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By Hon. Mr. Campbell:

Q. Would not it be well to tell us how that company was forced to relinquish?—
A. I have the information and I will give it to you exactly in their own words. There is another matter that I would like to refer to in regard to this phase of the situation. If the present conditions are allowed to exist and if they go on as they have been, it is only a matter of a very short time before the whole grain trade of the west will be under foreign manipulation. There is no doubt in my mind that that will be the case. We have continuous proof that the smaller line companies are gradually being absorbed, and competition is being entirely eliminated. There is an old saying that the people will only stand so much, that there is always the last straw that breaks the camel's back. The people in the west have come to the conclusion that they are being dealt with not in the way they consider they should be by those foreign companies. We do not want anything to do with the operation of elevators, we have evaded that as long as we possibly could. One of the senators asked a question on that point. He mentioned the fact of the Manitoba people buying elevators, and the witness threw it back on him: 'Oh, they cannot buy grain.' The senator then mentioned Saskatchewan, and stated they were going to buy elevators, and that was thrown back: 'Oh, they cannot buy grain, they are no better off than the Manitoba people.' I would ask that gentleman to read that report again. Unless I am badly mistaken, I put in some two weeks working on that Bill. If we are not empowered to buy and sell wheat and a lot of other things, then my time has been spent in vain, and I have not accomplished anything. I am quite satisfied that we can do it.

By the Chairman:

Q. You refer to the Grain Growers' Association when you say 'we'?—A. Yes, in every case where I say 'we' I mean the people I represent. As I said before, we did not wish to appear in this business at all, but a suffering people will only stand so much, and then they will turn and be their own physician, and, in a certain event, they may prescribe for those who have been prescribing to them, when they are in a position to find out who these people are; and that is what the Saskatchewan grain growers are attempting to do at the present time. That is what we are here for, to see if we can find out where the trouble lies. With regard to the amount these people have invested in their elevators, they tell us it is approximately between seven and eight million dollars at the outside. There has been quite a lot of talk about vested interests being affected by legislation. Is there any more harm for vested interests to be affected by legislation than it is for one vested interest to be affected by another? I cannot understand it if it is. I cannot see the difference in the justice of it at least. Whether legislation should affect one vested interest or whether one vested interest should dominate over another, all we want is fair and equal treatment. We do not want to domineer, and we do not want to be domineered over by other people Their vested interests is nothing more than a drop in the bucket when you consider the interests of the other people. If you take the number of farmers in Saskatchewan at the present time, their interests, exclusive of chattels, is over one billion dollars in that province alone. Couple that with the other two provinces, and you see the enormous sum you have. Yes, sir, under the existing laws these vested interests are being worked on by other vested interests, and we do not consider this is fair. In regard to not being able to procure capital to build additional storage, one of the senators asks a witness the question: 'If those two interests were separated, would they be able to induce capital to come in to take care of the increased production?' The answer to that was a straight 'No.' He did not believe it would. It has been clearly shown that there is any amount of business to keep all the elevators we have busy, provided they get the grain. It almost makes me nervous when I hear these gentlemen talk about 'if they will get the grain.' I wonder what is going to happen, where the grain is going to? To hear them talk one would think this legislation was going to give the grain some superhuman power or some self-propelling propensities,

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and that it was going to divert itself somewhere all at once, and that the elevators would not get that grain at all. I cannot see where that grain is going. There are only a certain number of elevators, and there is work for all, and, if the production increases, I venture to say that next year these elevators will not be able to cope with the crop. At the present time there are thousands and thousands of settlers in the province of Saskatchewan who are marking time, waiting for railroads. They cannot grow a bushel of grain. If they do they have to draw it seventy or eighty miles to a railroad. They are marking time waiting for the railroads, and when the railroads get to these men the elevators at Fort William, even next year, with an average crop, I do not think will be able to cope with the business at all. But apart from that I would like to ask the question: Who are the people who are going to suffer if this additional storage which is required is not provided? It seems to me that we, the producers, are the people who will eventually suffer. In the face of that, if we as a people are willing to take the chances of that storage, why should the other people worry about it at all? In the face of the admission of these people, that the elevators will pay if they get the grain, their argument seems to me to be of a very weak nature. I cannot see where they have any room for argument at all. When the grain is purchased there it has to come through the elevators; they say the railroads will get it. If they get the grain they will have to get the elevators; they cannot handle the grain without the elevator and there will be a market for their elevators. These gentlemen say they are willing to dispose of them at a fair price and of course the railways will have to get the elevators to handle the grain. I now come to the point where I will prove what I said I would prove. They stated to us that they were not philanthropists at all, that they are here for the stuff; I do not complain of that. It is generally supposed that most of us are out for the stuff; if it were not for that we would not be there. But they tell us that they are losing grades continuously. One gentleman said he lost an average of ten per cent. That is not extremely bad. Another gentleman states that he lost an average of 24 per cent. That is approximately practically one-quarter of his wheat that he bought. He lost one grade on it. I did not go into figures at all, but the spreads vary a good deal. One gentleman said he had sold as low as 27 cents a bushel below. Leave that large spread aside and take the average spread from 2 to 10 cents as it often exists, and you would have 5 cents of an average. If that gentleman lost 5 cents of an average on his purchases at the initial point, do you imagine he could make money if he lost 5 cents a bushel on one-quarter of his purchases? That means a cent and a quarter a bushel that he lost on the whole of his purchases at that point. The charges at that point are only a cent and three-quarters and when our elevator commission in Saskatchewan was taking evidence this summer, it was proved conclusively to them, and they give it in their report, that an elevator cannot pay at a cent and three-quarters a bushel unless they get at least three times the full of their elevator. The gentleman that lost 24 per cent of his grades had one-quarter of a cent a bushel for handling his grain. In the face of the evidence given to the Commission—and he would have three times the fill of his elevator to make it pay at the full charge—you could readily see what that gentleman was going to lose at the initial point. If they are going to lose at the initial point and had no possible chance of making it up any other place, how are they going to continue in business? I think that is positive proof there is something wrong at the other end. If those gentlemen could not make up that loss they would have to go out of business. Now, we will go just a little further on that point to show you that the people owning the line elevators and the terminal elevators have a peculiar advantage over the man who only has the initial elevator, and that is the point where the completion is cut out, that the senator over here asked about a little while ago.

Now, it is very apparent that the people with the line elevator and the terminal elevator in connection are not very particular about hanging to the grades. They say they lose the grades and they claim that they lose the grades, but we claim that

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they never had the grades in the first place. A man comes along with a load of wheat, and it is a little below the standard grade, and they give him that grade, knowing, as they must, from their own statements that they have some other way of making up the difference in the price. We had the evidence here of a gentleman who has some line elevators and no terminal elevators. Does he tell the same story these people do? Very much different. That gentleman lost two grades and made up one grade; so he just lost one grade, and the reason is this, that if he lost his grades at the initial elevator he had no possible chance of making it up again, and therefore had to stay by the grades and see he did not lose them, for he could not recoup himself. I think that is conclusive proof, at least it is to me, that the man with the line elevators with no terminal connections cannot compete with those line companies who have both ends of the business under their control, and that is one of the greatest drawbacks we see, and it is cutting out local competition altogether. While we are on competition, I might say it has been stated here that we have active competition. Well, gentlemen, I don't know where that is; when I went to the west first—I have been out there over twenty years and been farming all my life—we had competition, but things have changed. There has been a great deal of talk here as to where the prices come from. I know perfectly well where the prices go when they go to the towns where there are half a dozen different elevators. They go to one man; and if you happen to get in there with a load of wheat, and you want to know what the elevator man will pay you, and he has not got the market report yet, he will go to the phone and get the market report from the centre of the town somewhere, and the price that he gets as the market price is that which is paid all over the town that day regardless of the number of elevators; so that there is no competition whatever in buying grain in the west at the present time, at least if there is I have not been able to find it, and I have been looking for as much for my grain as the next one, I think. In regard to the mixing of grain I do not intend to touch on that at all, but one of the senators suggested that it was being done to advantage in other lines. He quoted the lumber business as a parallel case. Gentlemen, I cannot see any parallel case at all. All the changing and working that is done in the lumber and bringing it up to grade is done before the price is ever put on it; it is done and handed to the man that consumes it in that condition. But it is different with the wheat; that leaves one hand and goes into another, and is done between the two, whereas in the case of lumber it is not.

I do not think I will touch on those mixing questions. I was not instructed in that matter. When we were asked for a representative here we were given to understand that it was on those three clauses alone, but when the matter comes up for discussion, if it does, afterwards, we, as an association, will be able to speak. Were I to speak at the present time anything I might say would be distinctly my own personal views, and I do not wish to express those. It is the association I am talking for. I don't know that I will take up any more of your time unless some one wishes to ask me a question.

By Hon. Mr. Davis:

Q. You made a statement about one vested interest destroying another vested interest; I take that to mean that those gentlemen are here claiming that they have a vested interest which is going to be interfered with?—A. Yes.

Q. And you take the ground that if this legislation is not allowed, and they are allowed to continue, they will be put in a position of being able to destroy other vested interests in the country?—A. They will be preying on our vested interests.

Q. That is they will be put in a position by the government to freeze out other people who have invested their money in smaller elevators through the country?—A. Yes, that has been done, as well as preying on the vested interests of the farmer.

Q. With reference to the terminals, do you consider if these terminal elevators are divorced or kept apart from the internal elevators, and each allowed to business

by itself, that the terminal elevators will depreciate in value—you have made the statement that there was enough work for them all?—A. Yes, I do not see why they should. Doubtless there will not be the amount of money made out of the elevators, but why they should depreciate in value I cannot see, for the grain is there, and it has to go through those elevators; it cannot go any other place.

Q. You think the increase in production in the west will be far more than sufficient to keep them all busy there now?—A. Yes.

Q. So that it would not be possible for them to lose any money by having this action taken?—A. I cannot see how they can.

Q. There was a letter read here from Mr. Langley giving his views on the Bill. Was he instructed to express those views by the Grain Growers' Association of Saskatchewan?—A. If he was it would be without my knowledge, and I do not see it could be done. There has been no official meeting called to give him instructions. I was the delegate appointed to proceed here some time ago and look after the interests of the Saskatchewan Associations in whatever might come up.

Q. You are the accredited spokesman of the Saskatchewan Association?—A. Yes.

Q. Does Mr. Langley occupy any position, is he a member of the executive of the Grain Growers' Association of Saskatchewan?—A. No, sir, he is a member of the Association, but he is not a member of the executive.

Q. You take it he is only expressing his own views in that letter, he is not expressing the views of the people you represent?—A. I cannot see how he can. It is not known to me, and as president of the association I would be very apt to know.

By the Chairman:

Q. In the earlier part of your speech I understood you to say that you had devoted a fortnight's time in connection with the preparation of this Bill, and it provided for the Saskatchewan Grain Growers' Association to handle grain?—A. What Bill do you refer to?

Q. The Bill we have before us?—A. No. This gentleman said he had read the Saskatchewan Bill; it is the Saskatchewan Bill.

Q. I think the minutes will not read that way?—A. I wish them to read that way. This Bill was put in my hands exactly in the same form it is in here.

Mr. RODERICK MACKENZIE, of Winnipeg, representing the Manitoba Grain Growers' Association, then addressed the Committee.

Mr. Chairman and Members of the Committee: The grain production of Canada is the most valuable material asset that Canada has, and next to its importance as an asset are the methods and care that are adopted in bringing it to its ultimate market. The Government of Canada has expended a large amount of energy and money in providing methods of transportation. We are situated in the centre of the continent, and our lake and rail system of transportation is very complex and requires the greatest care in seeing that no interest which has to do with the handling of the grain gets an undue advantage in the position that they hold.

The government has for some years to my own knowledge been endeavouring to minimize the abuses that exist at the terminal elevators at the lake front. There is a link in the transportation that is very important to the retaining of the integrity of the grain. Our government undertakes to classify a grain according to certain specifications, and they undertake to deliver that grain at its ultimate destination according to specifications, and the honour of the government is bound, and the honour of Canada is bound in seeing that those certificates are held in their integrity. The grain coming from western Canada is shipped out by the owner, whether he is a farmer or dealer. He receives a bill of lading from the transportation company. They are responsible for the grain that that bill of lading represents until it is surrendered. It reaches Fort William or Port Arthur and the bill of lading is surrendered, and our grain under the existing conditions passes into the hands of men who are

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grain dealers and who are interested and only interested in making money out of that grain. After it leaves those terminal elevators it again gets a bill of lading, and that usually takes it to its destination.

Hon. Mr. WATSON.—You missed the inspection at Winnipeg?

Mr. MACKENZIE.—That does not affect the bill of lading. I am not going to deal with that part of it. The point I want to make is that the grain from the interior is under the control of common carriers except while in the terminals at the lake front, and during that time it is under the control of men who admittedly have no interest in it except to make money. A farmer to whom I was talking on one occasion put it very clearly this way: 'I send a bag of wheat to Liverpool. I tie the bag when it leaves home; it goes into the terminal elevator, and the owner of the terminal elevator can open the bag and do what he likes with it there. It is tied up again there and when it goes forward nobody else can open it.' That to my mind represents the situation exactly. That is the way it appears to the government or to the department who have made a very particular study of the transportation of our grain, and this clause which is put into the Act for the express purpose of protecting the grain at that particular point, removing the incentive there is for manipulating the grain while it is there. A great deal has been said in an endeavour to show that the grain is tampered with at those points, and a great deal has been said about the parallel case at Duluth, where the methods are a good deal similar to ours, but I think in some respects very much better. The grain there is handled much the same as here. The trade is under the jurisdiction of a board similar to what is proposed to be appointed here by this legislation. But that did not stop the evil practices that obtained at Duluth, and the same interests which dominate the situation in Fort William and Port Arthur dominate the situation also in Duluth. So much dissatisfaction has been created with the methods adopted at the terminals at Duluth and Minneapolis, and the bad effect it had on the producer, and on the grain trade of the northern states, that the state legislature of Dakota appointed a commission to investigate the situation in reference to handling the grain in Minneapolis and Duluth. They reported to the government and I have the report handed to me by Mr. Brown, one of the commissioners. I have taken a couple of extracts out of it, and if it is the will of the committee I will leave the whole of the report with them, but I will read the extracts to show how this commission found the situation in Duluth. They say:—

The practices at Duluth, where according to the Grain Inspection Act of Minnesota the same persons are permitted to operate both interior and terminal elevators, and where terminal elevator proprietors are permitted to buy and sell grain, are said to be working out quite satisfactorily. This, however, is not the case, and dissatisfaction with the methods of handling grain at the terminal elevators at Duluth and Minneapolis was felt to such an extent by the farmers of North Dakota, that the legislative assembly of that state, in the year 1909, passed a Bill providing for two state grain commissioners to be appointed by the governor of the state to serve on the Minnesota Board of Appeal at the Minneapolis and Duluth terminals. Messrs. J. T. Clifford and H. O. Brown were appointed to serve on this commission on August 26, 1909, and in the report which they have submitted to the governor of North Dakota, they state among other things:—

We find, and it is freely admitted, that about all cargoes loaded out of Duluth carry one pound and often times more dockage per bushel that is not taken into account or considered. The mixing of the different grades as they are inspected in, and the grades they take on out inspection, is unjust and works to the disadvantage of the state.

They are specially severe on the mixing of wheat, as the following extract will indicate:—

The question of Durum wheat may well be touched upon in this report. At the terminals of Minneapolis and Duluth there are received each year about 30

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million bushels of this wheat, which, according to analysis and baking tests made both by state and private laboratories, makes as good a loaf in nearly all particulars as good No. 1 Northern wheat. Such being the case it is contended by the best authorities that the commercial values of the two grains are about the same, and at the outside there is only 5 cents per bushel difference in favour of the best Northern wheat. The difference in price, however, is from 20 cents to 25 cents per bushel between two classes of wheat, a difference of from \$5,000,000 to \$6,000,000 each year on the real commercial value of the wheat.

Who gets this large sum of money? Surely not the farmer or the growers of this grain. In going through some of the large mills of Minneapolis, we have taken samples of the wheat going into the rolls and have found 10 per cent or more of the samples being ground into flour to be Durum wheat. Minneapolis receives from 8 to 9 million bushels per year of this wheat. From our observation we are led to believe that 75 per cent or more of all the Durum received at Minneapolis is mixed with our Northern spring wheat and made into patent flour.

After having made a thorough and exhaustive investigation of the present method of handling grain at the terminals of both Minneapolis and Duluth, we have reached the following conclusion: That the only proper and profitable way for the people of our state to handle their grain is by establishing state warehouses at Minneapolis and Duluth or Superior, and possibly at points within our state. Our reason for this conclusion is that our wheat being the best in the United States is much sought after by millers everywhere, and if it was handled by our own terminal houses under our own state inspection, thoroughly cleaned and conditioned, and when shipped out either in car or boat accompanied by our North Dakota certificates of inspection, it would not lose its identity and would command a premium anywhere from 5 to 8 cents per bushel more than we now get for it. We have been advised by eastern millers that they would be glad to pay the above premium for our North Dakota wheat if they could get it in its purity. By the establishment of state warehouses or terminals, our people could save to themselves not only this premium, amounting to about \$3,400,000, but also the dockage, which has a value of about \$1,350,000 on wheat and flax each year, also commissions and other charges amounting to about \$750,000 per year. There is another item of loss that should be taken into consideration, that is the loss on weights, which is of frequent occurrence and hard to estimate, but no doubt is quite large.

Under the present methods in a great many cases our wheat loses a grade, and in some instances two grades, at the Minnesota terminals by reason of the dockage it contains. By having our own terminals to condition this wheat, we could save these grades and thereby save to the grain growers of our state on premiums, dockage, grades, losses of weight, commissions and other terminal charges, about \$5,500,000 annually.

This, you understand, does not take into consideration the losses our farmers sustain at the local end of the business, but only at the terminal or selling end.

Further on the report says:—

The loss that our grain growers are sustaining each year by the present method of handling their grain would be about \$2,325,000. This loss to our grain growers would build or buy fully equipped 1,000 local elevators and provide a terminal house with a storage capacity of five million bushels each at Minneapolis and Duluth or Superior. Among the many other good reasons why this system would be of great benefit to our grain growers is that if for any cause or at any time throughout the year the price was low and the grower did not wish to sell his grain, and needed money to take care of his current expenses, he could ship his grain to our state terminal and store it at the actual cost of the storage, and receive a state certificate which he could use as security for loans at a very reasonable rate

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of interest. As there is no better security offered than warehouse receipts especially when they are issued by the state, money can be had at times as low as 3 per cent and as high as 90 per cent of the value of the grain will be advanced on state terminal warehouse receipts.

Mr. T. B. McManus, of Duluth, who for five years was a member of the Board of Appeal for Minnesota, and whose term of office expired on July 31 last, in an article published in some Dakota papers has this to say of the situation in outgoing grain at Duluth:—

The chief inspector always stood for rigid inspection of incoming grain, and lax inspection of outgoing grain, permitting grain to go out as No. 1 Northern that would not grade in for more than No. 2 Northern if it was coming from the country, also permitting grain to go out as commercially clean that carried from one to one and a half pounds of dockage.

Further on he says:—

Take for example the chief inspector's annual report for the year ending August 31, 1909. On page 20, you will find that the number of cars of spring wheat inspected in at the port of Duluth and classified as hard No. 1, 2, 3 and 4, rejected and no grade, was 42,800. On page 22 of the same report you will find that 960 cars were inspected out of Duluth, and 46,762,602 bushels inspected out into vessels. Nothing is said about the grade of this wheat. This demonstrates clearly that such a report would not compare favourably, and it was therefore withheld. Such a report would not be accepted by any business firm or corporation from the subordinate manager, but the people of Minnesota have been accepting this kind of report from the chief inspector many years without complaint.

Recently I have been in Duluth making inquiries along this line, and the information that I secured from commission men and others in Duluth corroborates the statements made by Mr. McManus, the statement being invariably made that although there is low grade wheat shipped into Duluth, there is scarcely ever any grain shipped out under No. 2 Northern. Let me point out in this connection, that these practices are carried on under a system such as has been suggested to apply to the terminals at Fort William and Port Arthur, that is to say the terminal elevator being operated under a board of commissioners.

Now, gentlemen, that I think clearly points out the condition of things in Duluth. As to our inspection here and the result. The Grain Growers' Association have been pressing the Dominion Government for some years to acquire and operate terminal elevators because of the alleged practices that were going on. In 1908, when the Grain Act was on review, delegates came down here and pressed the government for this change. The government would not grant it to us, but they said we will supervise the elevators in such a way that it will be impossible for any manipulation to take place. They went on under that system and appointed inspectors and supervisors who were supposed to see that every car was properly binned and properly cleaned and shipped out. One of the witnesses the other night stated that there were eleven inspectors in their elevator. That all goes to show that inspection or supervision is a physical impossibility. I repeated that statement to the minister three years ago, that it is a physical impossibility to supervise and inspect terminal elevators so long as they are operated by men who are concerned and who can make money out of manipulating the grain. A change came in 1908. In the harvest of 1909 the association which I represent made arrangements to endeavour to test how our grain was reaching the Liverpool market. We appointed a gentleman at Liverpool, with instructions that he was to take a sample out of each cargo that arrived in port and send a pound sample to Winnipeg so that we can have them tested there. He sent us about forty samples, and I have a list of those forty samples, which gives the steamers upon which they arrive, and the date upon which the sample was taken,

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and the grade which the wheat was supposed to have when it reached Liverpool. We had an examination of that wheat made by Mr. Massey, who was for five or six years in Mr. Horn's office as chief assistant, and we have the results of that examination. I am not going to take time to read the list. I will leave it with you. In every case, with the exception of four out of forty, there was over one per cent of dirt, not counting the wild oats that was among it. He had no appliance for separating the wild oats from the sample. Some of the samples contained four per cent of dirt. Many of the samples did not grade up to the sample that they were supposed to be. For instance, here is a cargo by the steamer *Montford*, on October 18. It was called No. 1 hard. It had four per cent dockage, had wild oats in it, and was a poor No. 1 Northern. On the *Corinthian*, October 12, No. 1 hard had four per cent dockage, and was a poor No. 1 Northern. On January 4, 1910, No. 1 Northern had three per cent dockage and was No. 2 Northern for wild oats. The average of the forty samples carried two per cent dirt. These samples were taken at intervals from October 6 to January 5, 1910, and covered a period of three months. I take it that this is a fair representation of how our grain reaches Liverpool, and it is a fair representation of the losses that we sustain on account of the grain not being shipped out as it is inspected in. Now you take a loss of two per cent. I figured out this No. 1 hard wheat with four per cent dockage. Supposing it was worth \$1.20, or two cents a pound. Just see what we were losing on a load of wheat of 8,000 bushels. That four per cent would make a difference of \$320. That is two and four-tenths pounds per bushel dockage. In place of getting 60 pounds of wheat he only got 57½, and he would take that as his basis for billing out wheat in this country and the price comes back to us based on these depreciated grades. So that you can see we can easily lose one or two cents a bushel on every bushel of wheat we raise in the western country. The general manager of the Maple Leaf Milling Company, in answer to a question put by Sir Richard Cartwright, made the statement that he estimated that every bushel of wheat raised in the western country lost a cent and a half a bushel because of the methods adopted at terminal elevators in shipping out our grain.

Now, gentlemen, I want to point out this. We have at Duluth and Fort William similar conditions, or nearly similar conditions in the elevator. We have not similar conditions in the grain going out of the elevators. What is the reason? We say the reason is that the same men are grain dealers and warehousemen, and that accounts for it, and until we get them separated there is no human ingenuity can prevent the practice that is going on. These are the circumstances that the government had before them when they were preparing that Bill. They put in these clauses, not, as has been stated, without knowledge of the facts. If this committee knew what the government know there would be no difficulty in having those clauses agreed to. The Bill was prepared by the minister and I know for a fact that it has been three or four times considered in council, and all the ministers have agreed to it. It was not prepared hurriedly, and a great deal of attention was given to it, and it ought to be carefully considered by this committee. There is one other point that I wish to refer to; it is a feature of the situation that has not yet been touched upon, and I think it will throw some light on the situation. A great deal has been said about vested rights. I think as far as this case is concerned it should be called vested wrongs. A public terminal elevator is defined in the Inspection Act, as follows:—

‘Public terminal elevator’ means a public elevator located at any point declared by the minister to be a terminal in which grain is stored in bulk, and in which the grain of different owners is binned together, for storage purposes only or in which grain is stored in such a manner that the identity of the different lots or parcels cannot be accurately preserved, and doing business for a compensation; and includes a grain warehouse located at any such point and of the character described.

That was the intent of parliament. That was the intent of the government. That is the present Act, it is not in the Bill. What I want to say is that these

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clauses that have been objected to, to my mind, are placed in the Act simply to define the statutory definition of an elevator, and the government is only wishing to carry out the intent of the Grain Act, and the intent parliament had in mind when this Grain Act was passed.

Now, to prove that such was the case, in reference to the British American Elevator Company, the history of the introduction of that interest into the country has been given. I am not going to repeat it. The point is this: that the gentlemen who represent the Peavey Company have stated here that they would not make their arrangements with the Canadian Northern Railway to-day unless they got the terminal, and, as I understood it, that the Canadian Northern wanted to go into the arrangement in order that they would have houses in the country that would give them their grain for their terminals. They formed that organization, the British American Elevator Company, and commenced business in the interior. The government, through their representative, refused to grant them a license to operate a terminal, simply they said, 'your charter has been given you to buy and sell grain, hence you cannot store grain in the terminal elevator.' So that in that case they carried out the intent of parliament in passing the Act; these gentlemen could not do both. The British American Elevator Company could not, according to the Act, be dealers in grain and warehouseers of grain. The government would not allow it. In order to get over the difficulty they formed another company and called themselves the Port Arthur Elevator Company. The same gentlemen come here to this committee and say that they own and operate the British American Elevator Company and the elevators in the country and the terminal elevator, or the Port Arthur Elevator Company, in Port Arthur—a clear evasion of the law, a violation of the Act—and can they come under these conditions and claim a vested interest? As I said the government recognizes that position, and in order to correct it, so that there can be no connection between the two, as was intended originally, and is intended yet, they put those clauses in the new Bill. Now, to examine further into the vested interest question, as far as the British American Elevator is concerned, or the Peavey, what is their vested interest in the terminal elevators? It is stated that they had a capital of \$200,000. They have a lease of the Canadian Northern elevator, the only vested interest that I see they have; they have no fixed asset and they have no investment there that they cannot move away any time. The only vested interest they have is that lease, and the same applies to the Grand Trunk Pacific Elevator. So that if this Bill is enforced, and those clauses left there, as they properly ought to be, all they have to do is to abandon that lease; they can go on with their British American Elevator Company just as they are doing now. The interests of the British American Elevator Company is in no way affected; the grain is in the country and they can get it out just the same as they are doing now. The only way they are affected would be that what they have secured by an evasion of the Act they will be deprived of. I desire to say in addition that I cannot see that there is any hardship that they have invested as they have there. It is something they can carry out of the country any time they want to. Another point is this. We have been here for several days taking evidence in reference to those two clauses. On the one side you have the grain growers' interest and the milling interest, on the other side and opposing those clauses you have simply the terminal elevator interests and the railways coming up against it. Now, note this: the two interests that are vitally concerned are the men who grow the grain and the men who consume it. These other interests come in between, and I think it is the duty of parliament to see that these gentlemen will not obtain an undue advantage of either the producer or the consumer. Admittedly, they say they come in here to make money. They have no interest other than that. They say here, 'if you put an embargo on us and if you do such-and-such a thing we will do something else, we will divert our grain to Duluth.' They have no concern in the Canadian interest. The grain growers have, and the milling interests have, and I think in that way those are the interests that ought to be more particularly preserved and looked after.

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Another point that has been suggested by Mr. Maharg, that is the tendency of making a monopoly of the grain trade of western Canada. When the Douglas interest secured control of the Northern Elevator Company something over a year or 18 months ago, the *Monetary Times* made this statement: that there were two interests in the grain trade of western Canada, the large milling interests and the Peavey interest. That is just exactly the situation as it is to-day. Mr. Maharg pointed out the way that the Peavey interest and those associated with them are cleaning out those who are independent, and who are trying to work in the grain trade in western Canada. As long as they have the terminal elevators in connection with the interior elevators there is no other concern or interest can stand up against them, they will simply wipe them out. They have, quite unconsciously of course, indicated to you one of their methods of wiping out a competitor, and that is in the grades. The farmers' organization are only amateurs in the grain business. They have been buying street wheat this year; they started out in about thirty or thirty-five points to handle grain, and before I left home the matter was being figured out, and we figured we would lose four or five per cent of our grades. These gentlemen say they lost 24 per cent. Why is that, and they experienced grain men? The reason is simple. They do that at competitive point to cut out competitors, and they lost a good deal of those grades in trying to keep grain away from the farmers' elevators.

Hon. Mr. CAMPBELL.—They must have paid the farmers a little more?—A. We do not complain of that, but what we do complain of is the intent, which is to wipe out the competitor, and then what?

By Hon. Mr. Young:

Q. You do not think it was done in the proper spirit?—A. No. I do not believe from my experience of a grain trade that any experienced grain man who goes and buys wheat in the western country and loses 24 per cent of the grade, is doing a legitimate business; either that, or he does not know his business. I do not know whether it would be wise for me to say anything about mixing, although there has been a good deal said about it. Judge Phippen this afternoon spoke about a sample market, and if his knowledge of law is as complicated as his knowledge of the sample market and the mixing of grain, I would not like to be his client. I might just make a few remarks as to mixing. Mixing is allowed in Duluth and Minneapolis. The commission appointed by Dakota said that on account of mixing the value of Dakota wheat is reduced from 5 to 8 cents a bushel. I do not think there is any Duluth wheat going to Liverpool now. Ten years ago Duluth wheat was worth more money in Liverpool than Manitoba wheat. I have watched the reports of the Liverpool market pretty closely for the last seven or eight years. The relative value of the two wheats has gradually been decreased, and the last reports that have come of Duluth wheat being sold as cash wheat in Liverpool are that the price of Duluth one Northern wheat was the same as three Northern Manitoba. That shows the effect of mixing. The point I want to make is this: If these gentlemen can mix Dakota wheat in Duluth to reduce its value in Liverpool to apparently that No. 3 Northern wheat, where can they put Manitoba one Northern if they are allowed a free hand in mixing at Port Arthur?

By Hon. Mr. Watson:

Q. Can you tell us anything about the relative values of wheat to the producers in Dakota and Manitoba of export wheat?—A. I cannot give you of export wheat; I can give the relative value to the producer of wheat in Dakota and Manitoba.

Q. Is it higher or lower on the American side than on the Canadian side?—A. A good deal higher. I thought I had a statement with me of the relative values, but I find I have not.

By Hon. Mr. Young:

Q. Would you mind filing a copy of that with the chairman?—A. Yes, I will do that.

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By Hon. Campbell:

Q. The farmer gets ten cents a bushel more on the American side for the same grade as the farmer in Manitoba?—A. The average—

By Hon. Mr. Watson:

Q. And they get less in Liverpool after mixing?—A. The average that Minneapolis was above Fort William for the whole year was 12 cents and a fraction. There is an imaginary boundary line and on the south side the farmer gets from ten to fifteen cents more. It is very difficult to get at the exact market price at these local points, but there is a difference of ten to fifteen cents a bushel on the south side of the line.

By Hon. Mr. Young:

Q. It varies?—A. Yes, some.

Hon. Mr. LOUGHEED.—Would not that be governed by the duty?

The CHAIRMAN.—What are the reasons for the differences you state?—A. I can only give my opinion on that point, and I am free to give it. Dakota and Manitoba spring wheats are the only hard wheats that are produced on the North American continent, and they are wanted by the mills to blend with softer wheat. The Dakotas of recent years have not been producing a surplus of hard wheat, and the mills of the United States are competing for it to use in connection with the softer wheats; that is to say, the mills in the eastern States are competing with the mills in Minneapolis for hard wheat and thus putting up the price in that way.

By Hon. Mr. Young:

Q. Putting a premium on it above export?—A. Yes.

By Hon. Mr. Lougheed:

Q. To get our wheat over there they have to pay what?—A. 25 cents a bushel.

Q. Is not that the reason why the wheat on the American side is higher, that it costs the Canadian price plus the duty?—A. Not all of it.

Q. Is not that a factor, namely the payment of the duty by the American importer of Canadian wheat, in the raising of the price on the American side?—A. It is a factor.

Hon. Mr. WATSON.—They do not import our wheat?

By Hon. Mr. Lougheed:

Q. Do you say that the Dakota hard wheat is about exhausted?—A. No.

Q. To a very large extent?—A. No.

Q. Do they come into Canadian territory in order to get hard wheat?—A. No.

Q. Do they import any of our wheat from Canada to the American side?—A. No, except in bond.

Q. Then they mill it?—A. Yes.

Q. If they put it on the market they pay the duty?—A. Yes.

By Hon. Mr. Lougheed:

Q. Outside of the Canadian wheat milled on the American side, no Canadian wheat is put on the American market?—A. For domestic consumption?

Q. For any purposes?—A. Yes, that is right—not on the American market.

Q. None of it whatever?—A. No, not to my knowledge. When we get the duty off we will put it there.

By the Chairman:

Q. Wheat is shipped to the American market in bond, and milled in transit?—A. Yes, in a measure. I do not think very much of it has been done recently; but they

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have the privilege. The American miller can import Canadian wheat and export the product. They get 99 per cent of the duty back, I think.

Q. Can they mix it in the milling process?—A. I do not know. I guess they can.

Q. According to law?—A. No, not according to law.

By Hon. Mr. Lougheed:

Q. Would you just explain for our information the *modus operandi* pursued by the inspectors in the shipping of the wheat out of the terminals. As I understand, the wheat is inspected into the terminals?—A. Yes.

Q. Would you just go over, in your own language, the *modus operandi* pursued as to the shipment of the wheat into the terminals and the shipment out?—A. Each car is supposed to be installed in Winnipeg, and then it is sent on to the terminals and supposed to be placed in a bin of that same grade.

Q. Is it put in the bin under government inspection?—A. Yes.

Q. Explain in detail every official step taken under the Act as to the handling of that grain from the time it is inspected in Winnipeg until it is shipped out. We have it inspected and taken down to Port Arthur. Proceed from that point?—A. When the car reaches the terminal it is unloaded there. It is elevated up to the top of the elevator and weighed there, there is supposed to be a government weighman watching the weighing, and it is put in its proper bin, and then it is weighed out for shipment.

Q. Every step in the elevator is done under government supervision, under the eyes and under the instructions of a government inspector?—A. It is supposed to be.

Q. When it is shipped out what is done?—A. The same thing.

Q. It is shipped out under a government inspector?—A. Yes.

Q. Weighed?—A. Yes.

Q. And there is a certificate issued?—A. Yes.

Q. As to the character of the grain shipped out of that particular bin?—A. Yes.

Q. Samples taken?—A. Yes.

Q. If there be any dissatisfaction as to the character of the grain shipped out not corresponding to that shipped in to that particular bin, the machinery is provided for a survey or an appeal?—A. I do not just understand the question.

Q. If the exporter is dissatisfied upon the shipment out that he is not getting the grade which was put in that bin he has the right to ask for a survey, has he not?—A. Yes, after that particular cargo reaches the exporter.

Q. Well, when he gets possession of it?—A. If he gets possession of that particular cargo, but you must understand that particular cargo may go to one of the lake ports. It is unloaded, and the terminal elevator there mixes it with similar grain.

Q. But let us assume its integrity has not been lost; that it is precisely the same grain out of that particular bin which has been graded a particular quality. If he is dissatisfied, if he finds it does not answer the quality it is shipped in, he is entitled to a survey, is he not?—A. Yes.

Q. Do I understand the survey is the appeal, or in other words it is an appeal?—A. The appeal is to the inspector.

Q. A certain manipulation has taken place in the shipment of that grain out?—A. Yes.

Q. And that is the point at which the complaint arises as to the quality of the grain differing from the quality of the grain shipped in?—A. Yes.

Q. Do I make that plain?—A. Yes.

Q. Now then in the first place one of the two forces, or both, must have been at work to destroy the integrity of that grain?—A. Not necessarily.

Q. Give me the fact then?—A. It is quite easy for manipulation to be done there without the government inspector seeing it. He could turn his back for a minute or two and it could be done.

Q. If he turn his back knowingly he is a party to the fraud?—A. Suppose he did not do it knowingly?

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Q. I am supposing a case where he does?—A. That would be fraud, if he does it knowingly. An inspector, by a failure of duty could help the fraud or be the sole participant of the fraud being committed. If he feels like it, he can help the fraud, of course.

Q. To whom will the benefit accrue?—A. The benefit will accrue to the elevator owners.

Q. Explain how that arises?—A. If he can manage to ship out grain of a higher grade than he puts in, or if he can manage to make some difference in the weights, whatever difference he makes in the grain which goes out from that which comes in

Q. If he has two bins of grain, and can ship out a higher grade than he has in those two bins, then he is going to profit by it?—A. Yes.

Q. Certainly. That is where the profit arises?—A. Yes.

Q. Between the elevator warehouseman, and the shipment out?—A. Yes.

Q. I will go back to your illustration. You said a few minutes ago, that a farmer illustrated this in his own way, by saying that the frauds that have been perpetrated are very much like this, 'a man ships a bag of grain from Winnipeg tied up, it reaches the terminal elevator at Fort William. It is destined for Liverpool. It is opened in the terminal elevator, put into a bin and tied up again, and shipped to Liverpool?—A. Yes.

Q. It goes into the bin with other grain, and is shipped to Liverpool?—A. Yes.

Q. The character of the grain when it reaches Liverpool is not as high as when it left Winnipeg. Is that your complaint?—A. That is one of them.

Q. Tell me who has profited by that?—A. The warehouseman.

Q. He has divided his profit with whom?—A. Nobody but himself.

Q. In what way, he did not own that grain?—A. No.

Q. He hadn't any interest in that grain?—A. No.

Q. But he has profited by that?—A. Yes.

Q. How?—A. If he took some of the good wheat out of the bag and put poor wheat in, he made the difference between the value of good wheat and the poor wheat.

Q. Will you tell me, if these two sections are put into operation, how that is going to be prevented? You have described the very *modus operandi* that would be pursued by the terminal warehouseman, even though he had no concern in the country elevators, have you not?—A. Yes.

Q. For the simple reason that he is the warehouseman of that grain?—A. He is not a dealer in grain.

Q. He stands in with the export man, he degrades the wheat?—A. He cannot stand in with the export man, because he buys a quantity of No. 1 Northern wheat, and all the interest he has in it is to get No. 1 Northern wheat.

Q. You have told us that the manipulation takes place at the point of exporting the grain, between the parties interested in it, after it is exported to the warehouseman?—A. No, you are mixing things up.

Q. No, I am not; let me ask you another question. Have you ever been employed in the terminal elevators?—A. No, sir.

Q. Are you familiar in any way with the operations at the terminals?—A. I have gone through them a few times.

Q. What would be the capacity of the largest bins?—A. Run from fifty to seventy-five thousand, perhaps some one hundred thousand bushels.

Q. I suppose you thoroughly appreciate the law of averages. Will you tell me where the dividing point is between No. 1 grade and No. 2? Would it be represented by 1.99?—A. It becomes No. 2 grade when it does not conform with the specification of No. 1.

Q. There are degrees in No. 1 grade?—A. Yes.

Q. What number of degrees would you say there are between No. 1 and No. 2?—

A. You can put just as many degrees in it as you like.

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Q. You heard Mr. Phippen explain that?—A. I do not think Mr. Phippen knew much about it.

Q. There is a difference between No. 1 grade?—A. Yes, there is a minimum and a maximum.

Q. Consequently, in a bin containing one hundred thousand bushels you would strike an average between the minimum and the maximum?—A. Yes, if it is properly binned.

Q. Who is responsible for the binning?—A. The government supervisor.

Q. Will you tell me how the price is fixed in the world's market; is not it upon the minimum of the grade, and not upon the maximum?—A. My belief is that in the English market the price is fixed on the quality of the grain when it reaches the market.

Q. Is it not a well known fact that in the world's market the price is fixed according to the minimum of the particular grade?—A. It does not necessarily follow.

Q. Do you know that that is the fact or not?—A. I know it is a fact that a sample of No. 1 hard wheat with four per cent dirt in it has not as high a commercial value as No. 1 hard without any dirt in it. Supposing I am going to sell in Liverpool one hundred thousand bushels of No. 1 and I ask for a price. I am told that the price is based upon the minimum of the grade. If I deliver one hundred thousand bushels of the minimum grade I am entitled to the price fixed for that particular grade?—A. Yes.

Q. And anything I deliver over the minimum grade the purchaser has that advantage?—A. Yes.

Q. That is correct?—A. Yes, that is correct.

Q. Then if the minimum grade reaches there, will you tell me in what way the farmer or anyone else is affected?—A. If our grade reaches the average where it should be, then the average grade would fix the price and not the minimum.

Q. You would not have anything to say about that, the world's markets lay down well known rules for commercial trading, and I understand that is a fixed law, and it is the world's market that we have to deal with. Do you know anything about dealing in the markets at Liverpool?—A. Yes.

Q. Have you ever shipped grain yourself?—A. Not personally.

Q. If my information is correct that the price is fixed on the minimum grade, will you tell me in what way the farmer or the trade is injured by not getting more than the minimum grade?—A. You are going into a question that requires some explanation. Our wheat is sold there first on the future market, and second on the partial market, and third as cash wheat.

Q. If there have been the abuses of which you speak, I fancy there would be a number of surveys applied for, or appeals at the terminal elevators. I am told that the Ogilvies have handled over one hundred million bushels. In every case the samples are tested in the laboratory, and I am told they have never had an appeal and never asked for a survey?—A. How long did it take them to handle the one hundred million bushels?

Q. Extending over a period of years?—A. Ogilvies have a terminal of their own.

Q. I am speaking of the grain shipped out of their terminal elevators?—A. They did not handle one hundred million bushels.

Q. What would you have to say if they handled that amount of grain during their operation; sending samples in all cases to their laboratory and not asking for a survey or making an appeal? Would not that be a very high tribute to the administration of terminal elevators?—A. I do not think that has actually happened.

Q. Let us assume that it has happened; would not it be a very high tribute to the administration of the terminal elevators?—A. If it has happened, and they said they did nothing of that kind, why cannot they come down to practical facts.

Q. I am stating a practical fact. I am asking you, if a firm so reputable and influential as Ogilvies have handled that quantity of grain, testing all samples, with-

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out asking for a survey or making an appeal, is that not a very high tribute to the administration of the elevators?—A. I do not consider—

Q. Answer my question?—A. No, not from Ogilvies.

Q. State the reason?—A. Because Ogilvies and the other terminal elevator interests are identical, and the one is not going to say a word or do anything that will hurt the other.

Q. That is your answer?—A. Yes.

Q. Then their statement is not to be relied upon?—A. I am not going to say anything about that, you can just take what you like out of it.

Q. Their interests are identical with the other interests?—A. Yes, as far as terminal elevators are concerned. There are no people in the country more concerned in maintaining the present system than the Oglivie Milling Co., and they are not going to do anything that will interfere with the present system.

Q. If state terminals are to be introduced into Canada, will you state what checking system could be adopted by those interested in the grain upon any collusion that might be entered into between government officials and those interested in the elevators?—A. What kind of collusion?

Q. If the government owned the elevators they would be manned by government officials?—A. Yes.

Q. Will you tell me what way the outside public would have of checking any fraud or collusion between the government officials and those that might be interested in the mixing of grain?—A. There would be nobody interested in manipulating the grain if the elevators were operated by the government.

Q. Would they not be interested in diverting the binning and standing in with the broker on the outside?—A. No, the broker could get no advantages out of it.

Q. In shipping out to him a different grade?—A. No, if the broker or exporter bought a certain quantity of Northern grain he would get what he bought.

Q. Supposing he bought a quantity of No. 2 grade and he made it worth the while of the government officials to make him a shipment of No. 1, who is to check that?—A. His superior officer.

Q. And who is to check up the superior officer?—A. His superior officer again.

Q. And we go in that way to the head?—A. Yes.

Q. That is your answer to that?—A. Yes; then you can get after the minister if he doesn't do right.

Q. There is no way of checking it?—A. Yes, there is.

Q. Supposing you cut off the terminal elevator man from doing a country elevator trade, and he simply becomes a warehouseman and an exporter and he is to get say a hundred thousand bushels of Number 2 grade, and he says to the terminal elevator man and to the government officials who may be in charge, 'I will divide up the profit and I want you to give me number 1'; is it not possible for that to happen?—A. Yes, just the same as it is possible to kill another man; all you have to do is to hang him.

By Hon. Mr. Davis:

Q. Take a terminal elevator that is operated by people who have a string of 230 internal elevators as mentioned yesterday; when they are buying grain and shipping it into this terminal elevator, that is their grain?—A. Yes.

Q. Now, I am a private operator of a small elevator or have a chain of small elevators in the country and I ship my grain into that same elevator?—A. Yes.

Q. Would not the chance of mixing and manipulating my grain and lowering its grade be much more in an elevator like that than one where there was no buying at all?—A. Why certainly, because the incentive was there.

Q. They had the grain and something to mix?—A. Yes; of course the idea of an independent buyer, supposing it to be assumed he started sample markets and special

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binning, which may possibly be the case in the event of free trade in wheat, it would not be possible for an independent buyer to have a special bin in a private owned or a private operated elevator. No business man would risk it, whereas if there was a government owned elevator or a regular warehouse there would be no such danger as that. "

Q. Supposing I am operating an elevator in the country and I ship out several carloads of wheat that will go just under Number 1 Northern but has been put into Number 2 Northern grade, would it not be possible for these men, if the inspector's back was turned, to switch that round so that I would get an inferior quality and they would retain my superior quality?—A. Yes, quite easily.

Q. If they were not watched in the binning, they could bin all the superior quality in one bin and if it was surveyed out, the survey would show Number 2 and they would say that was the grade?—A. The survey does not work satisfactorily and as far as export wheat was concerned it does not work at all, because an exporter in Europe buys on certificate, and he has to accept the grain on that certificate and he has no recourse. The idea that the British importer can have a survey of his grain is not correct.

Q. These gentlemen claim if they are not allowed to operate the interior elevators that it is going to depreciate the value of their terminal elevators and interfere with vested rights. I want to ask you this: supposing that by those clauses not being enacted they are allowed to continue in the business, as they are doing at the present time, will it not have the effect of freezing out the small men who own elevators all through the country?—A. It certainly will; the ultimate result will be that there will be no purchase of grain in the country except by those interested in terminal elevators. I cannot come to any other conclusion but that that will be the result.

Q. That would practically leave the elevators of these smaller men out through the country useless, or depreciate them in value?—A. Yes, or confiscate them if you like.

Q. Would not these small elevator owners all through the country have just as good a right to come here and demand that this legislation should be enacted to protect their vested rights as that these men should come here and ask to have it taken out to protect theirs?—A. That would be my opinion, of course.

Hon. Mr. WATSON.—In regard to the samples of wheat secured of certain cargoes in Liverpool, those samples were sent back to Winnipeg?—A. Yes.

Q. They were inspected there by one of the grain inspectors?—A. He is not a grain inspector now; he was.

Q. A competent man?—A. Yes.

Q. Were those samples compared with the samples taken in Winnipeg, or the samples taken when the shipment was made out at Port Arthur?—A. I do not understand you.

Q. Were the samples that came back from Liverpool compared with the samples taken on the inspection at Winnipeg or compared with samples that were taken from the cargo at Port Arthur?—A. Not compared; they were judged on the specifications of those grades at Winnipeg as applied by the government.

Q. Is there any skining of grades or depreciation in grades between Winnipeg and the taking out of the grain at Port Arthur?—A. There must be.

Q. I understand there are certain interests which pick the best cars between Winnipeg and Port Arthur?—A. Yes, there is something of that kind going on and we have not got on to it and cannot get on to it. Reference has been made to the Ogilvie Milling Company. It has been discovered that some way or other cars of wheat consigned to Fort William, presumably to the Canadian Pacific railway elevators, are diverted to the Ogilvie Milling Company's terminal. The first intimation I got was a car I shipped myself last summer, and when I got the out-turns it was from the Ogilvie Milling Company. I made inquiries, and found out from the operation of the Farmers' Organization, that it was a practice of cars sent to Fort William being

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sent to the Ogilvie Milling Company, and I also observed that those cars had either a premium in the grade or were valuable because of large lockage. I interviewed Mr. Lanigan of the Canadian Pacific railway, about the matter, and he told me if that practice was going on he did not know anything about it, and if I could give him the number of the car that had been diverted he would investigate the matter. I gave him that in January, and I got an acknowledgment from him that he would investigate. About two weeks after that I got a letter from him stating he had investigated the matter complained of, and that he was glad to inform me he had discovered the cause and that it would not happen any more. That is one way that good wheat is diverted; there may be others. Here are Mr. Lanigan's letters:—

January 19, 1911.

R. McKENZIE, Esq.,
Secretary Manitoba Grain Growers' Assn.,
Winnipeg.

DEAR SIR,—I desire to acknowledge receipt of your letter of January 17th, giving an instance of a car billed to our houses at Fort William being unloaded into the elevator of a private company?

I will investigate the matter and advise you how it came about. Our elevators at Fort William are public terminal warehouses and we desire shippers to take full advantage of the facilities we have provided and which are maintained by our company for their benefit.

Yours truly,

(Signed) W. B. LANIGAN.

January 30th, 1911.

R. McKENZIE, Esq.,
Secretary Manitoba Grain Growers' Assn.,
Winnipeg.

DEAR SIR,—In further reference to my letter of January 19th, I am glad to be able to advise you that I have ascertained what the cause of the trouble resulting in cars consigned to our elevators at Fort William being loaded into Ogilvie was, and I have now taken steps to prevent continuance of the practice. I do not think you will have any further trouble.

Yours truly,

(Signed) W. B. LANIGAN,

Asst. Freight Traffic Manager.

By Hon. Mr. Lougheed:

Q. I want you to go back to this test; why did not you take samples of the wheat in question when it was being shipped out of the terminals at Port Arthur and Fort William instead of waiting to get samples at Liverpool?—A. We took those that way, and we thought it was a better way to find out what it was there.

Q. You have no personal knowledge as to what manipulation might have taken place once the wheat reached the boat or at Liverpool?—A. No.

Q. Therefore you are assuming that the wheat was in the same condition that it was when it left the terminal elevator; why did you take the samples from the terminal elevators instead of waiting until the wheat reached Liverpool?—A. We were more concerned in finding out how the wheat was reaching Liverpool.

Q. That was no evidence of the way in which it left the terminals?—A. No, but it is evident that our wheat was being manipulated.

By Hon. Mr. Young:

Q. With reference to this Liverpool experience your agent took samples I suppose from vessels arriving with Canadian wheat on board?—A. Yes.

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Q. What route did that wheat take to get from the western country to Liverpool?

—A. I could not tell you.

Q. Through Buffalo?—A. I could not say. We simply took the names of the vessels.

Q. And naturally you could not tell, nor could your agent tell where it was loaded or when it was loaded out?—A. No.

By Hon. Mr. Lougheed:

Q. The wheat had been transhipped from lake boats to ocean boats?—A. Yes.

By Hon. Mr. Young:

Q. What I want to get at is, first, are you clear that the grades represented to you, or to your agents, were the grades that the grain was handled under; for instance a man says, this is No. 1 Northern, or No. 2 as the case may be—are you satisfied that there was no question about that on the other side?—A. I am satisfied in my own mind that the man knew what he was doing.

Q. You do not know through what channels this grain reached Liverpool from the Canadian wheat field?—A. No.

Q. It may not have travelled through the Canadian route, or is it possible that this wheat left Fort William in various boat cargoes at different times and went to the transfer elevators in the bay ports—some of it may have gone that way?—A. Undoubtedly.

Q. It would go into transfer elevators there and be shipped out as required by the orders, or it may have changed ownership and gone out?—A. Of course there are different ways of it reaching the seaboard.

Q. What I was trying to do was to link up these gentlemen here. I suppose you have not the utmost confidence in them, and you link up these gentlemen here with this particular transaction, and ask us to say because this occurred in Liverpool with respect to these particular cargoes we must charge the full amount of the sin to the Fort William and Port Arthur terminals?—A. I suppose they are as likely to be guilty as anybody else. I will tell you one thing, the seeds that were in the grain were Manitoba seeds.

Q. The illustration about the bag, then, Mr. Mackenzie, is not altogether exact when you say the bag is only united at the terminal elevators in Fort William; should the bag be shipped over to a transfer elevator and untied there, there would also be an opportunity to taking a look in?—A. The attitude I take is this, with the exception of the terminal elevators at Fort William the export of grain is in charge of common carriers who have no interest whatever in mixing grain or changing its character; whereas at the terminal elevators there is an interest, so that is more likely to occur there than any other place.

Q. We will suppose I ship to a transfer elevator some 1 Northern, some 2 Northern and some 3 Northern, and I store it all in a transfer elevator, and in ordering out I order 3 and 2, we will say 50 cars of 2 and ten cars of 3, and it goes into a Grand Trunk train down to the seaboard. Is there any government supervision over that under our present rules or regulations?—A. I am not sure whether there is or not, but you have there a different way—

Q. I get this two and three Northern to the seaboard and I load it in one hold of the vessel; what is to stop me from doing it under the present regulations in laws, because we are not supervised from the transfer elevators to the seaboard as you know it?—A. Your certificate then would not be very good.

Q. Supposing I tied on a certificate, I had certificates enough to cover that much?—A. Would not you be committing a fraud?

Q. It is likely, but we are dealing with frauds. I would have some wheat left of number 2, although I have my number 3 out in the mixture; what is to prevent me under the present regulation selling that number 2 on sample and let the certificates

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go to the mischief?—A. If there is nothing in the law to prevent you there ought to be.

Q. I want to try and find out if there are opportunities for getting this mixture landed in Liverpool other than the opportunities which may be at Fort William and Port Arthur?—A. I still adhere to my former statement that there is no incentive.

Q. I have an incentive, I raise the grade, and I put that in the hold of the vessel and I take my certificate for the same quantity—I have fifty cars of the mixture, and I tie that certificate to that cargo, and how are you going to determine whether I did it or not without inspecting the vessels?—A. The Act contemplates the certificate shall accompany the grain to its destination.

Q. Yes, but I am getting rid of that difficulty by shipping the balance of my number 2 Northern out on sample?—A. You are simply assuming a hypothetical case?

Q. Yes; I am taking it farther than you have gone and taking you across the lakes and asking you how that could be done there.

Hon. Mr. DAVIS.—Mr. Mackenzie says the seeds will prove to be Manitoba seeds.

Hon. Mr. YOUNG.—I am not looking for seeds but for mixture?—A. I would say in reply that any defects at other points are not going to justify a continuance of the civil practices at Fort William.

Q. I have always contended that supervision at Fort William was only supervising one link in a long chain, and the supervision to be effective should be equally as vigilant right to the seaboard?—A. I will take our own case. The Graingrowers' Grain Co. are exporters. If we get proper protection at the terminal elevators, we can get over the others by shipping all lake to Montreal. We can get over all difficulties in the transfer, but there is no possible way for us to get over the difficulty at the terminal. Let the government remove that and we have clear passage to Liverpool; and another point in connection with that one thing, the western people are placing themselves under heavy obligations in order to correct the difficulties that we, the producers of grain, are labouring under to get to the grain market. The provinces of Saskatchewan and Alberta are incurring obligations to overcome that and we are going to accomplish it, but we have no control over the elevators and we are relying on the Dominion Government to create a clear passage to get to the market, and when we get that we can sell our own grain to Liverpool and we do not want any protection from anybody. We depend then on our own energy and reliance. The government has recognized a condition arising in the terminals at the lake front that we cannot overcome, and when they remedy that condition, that is all we are asking for, and I think in common justice we can look for it, and in view of the fact that the western provinces have undertaken to assume any liability necessary to do that, it is not asking parliament too much to request that they pass legislation to protect us.

Q. You say that you have no control. You say it has not been successful, but you have control at the terminal elevators?—A. I use that term in reference to the provincial government.

By Hon. Mr. Campbell:

Q. You spoke of that car of yours that was diverted there—the reason for diverting the car into Ogilvie's warehouse—do you know the reason?—A. No; I know about that letter—that is all.

Q. Is that a common occurrence?—A. It has been pretty common in grain consigned by farmers to Fort William.

Q. Who is responsible for it?—A. I cannot tell you.

Q. The railways certainly?—A. I do not know.

Q. If you ship a car to Winnipeg what right have they to divert it to Ogilvie's or any place else?—A. That right has been exercised, it was diverted to the Lake of the Woods Milling Co. at Kenora.

Q. There is a nigger in the fence there and you want to look into it?—A. I think perhaps it is some person else.

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Q. Has it been done to a large extent, or is it only an occasional car?—A. It is more than an occasional car in reference to the situation at the lake front.

Q. I am told the reason is given that the car breaks down?—A. The car does not break down at the elevator. Those cars were billed to Fort William, not to any particular elevator at Fort William. It was assumed they would go to the Canadian Pacific railway elevator.

By Hon. Mr. Watson:

Q. It is not the odd car that goes to the wrong place by transportation companies, but have not the grain dealers or milling companies or anybody else the right to see the samples of grain taken in the inspection at Winnipeg. Can they not buy any car they see fit while in transit to Winnipeg to Fort William, and divert it any place they like?—A. Yes, if they have an order to divert it.

Q. Are there not large quantities of the best samples of the different grades diverted, so that the average of the samples of the bins in Fort William are not equal to the average samples in Winnipeg?—A. I would not say that there was a sufficient quantity of such grain diverted to make any material difference in the character of the grain.

By Hon. Mr. Davis:

Q. I have heard it stated that when a car of very good wheat is graded No. 2, but is very nearly up to No. 1, passes through Winnipeg, if the sample is seen there, that the number of that car is taken and wired to Fort William, and the people there know there is a very good car of wheat and they buy that car at No. 2 price?—A. I have no knowledge of that.

By the Chairman:

Q. From whom could we get the evidence necessary to enable the committee to have the knowledge we require to arrive at the proper conclusions?—A. I suppose you could get the knowledge that the officers of the department have from those officers.

Q. Where did the officers get the information that suggested to you that you should indicate this to the committee?—A. I understand they have been accumulating information in this matter for some years. They are aware of the practice which they have discovered at the terminal elevators of late years.

Q. You know from the officers of the department that they have information which the committee is not seized of?—A. Yes.

Q. Have you information that would be helpful to us that you have not given us?—A. I think I have given everything I could give as being reliable. I do not wish to give you hearsay.

Q. You spoke in the early part of your evidence of the grain dealers at Duluth making a margin of some five or six millions, because the grain was conditioned at the terminals—as a result of the conditioning of the grain at the terminals?—A. That was a statement of fact of the commission, not my statement.

Q. That will be found in the statement you have referred to?—A. Yes.

Q. In speaking of the foreigners as you call them, as largely controlling the grain business?—A. I do not think I used the word 'foreigners.'

Q. I thought you referred to the American gentlemen who were here?—A. Yes, but I did not refer to them as foreigners.

Q. You referred to them as largely controlling the grain trade in the west, and that if they continued to increase their control it will crowd out the Canadian interests; you feared, they were endeavouring also to handle the grain and you ended your sentence by saying, 'than what will happen?' Is that your view that it would be undesirable that they should get a large control?—A. Certainly it would be undesirable, undoubtedly.

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Q. That American citizens or people from foreign countries should too largely control the business in Canada?—A. I do not care who it is; Canadians having too much control is just as bad as Americans having too much control. It is the monopolistic character of it.

Q. You intimated that it would be difficult for the smaller Canadian handlers of grain to successfully carry on business?—A. They cannot successfully carry on the business as against the others at the same point.

Q. You have a company called the Graingrower's Grain Co. ?—A. Yes.

Q. You have been handling grain for how long?—A. 1906.

Q. Take the years 1909-10, did the company handle the business successfully?—A. Yes.

Q. Make money?—A. Yes.

Q. Would you care to say to what extent?—A. \$95,000 in 1909-10.

Q. What percentage would that be on the investment?—A. It would be a large profit on the investment, I have not figured it out. I want to amplify that; private dealers in grain could not do what our company did, because we were simply handling our own grain and we saved the commission that would otherwise go to commission men.

Q. The statement made by you, summed up, is that you are opposed to a policy that will enable foreigners to come into Canada?—A. I do not want that word.

Q. You say that you are opposed to any policy that will enable American citizens to come into Canada and enter into competition with Canadians, in a way, and to an extent, that would injure the Canadian interests so affected?—A. No, I do not stand for that just in that way.

Q. Will you put it in your own way?—A. What I say is that I am opposed to American interests or any other interests; let it be Canadian or any other interests, to be placed in such a condition, that they can get control of the grain trade of Canada. I do not care what interest it is, Canadian interests would do us just as much injury as any other. The Grain Growers' Association began in 1906?—A. Yes.

Q. What would be the volume of their business that year?—A. Two and a half million bushels.

Q. What is the volume now?—A. From the first of July to the 31st of December, we handled nearly fifteen million bushels of grain, and exported about six million. It is the farmers themselves that are doing it, and what we want parliament to do is to place the terminal elevators at Fort William in such a way that we can use them without coming in competition, or without using a house that is operated by dealers. We want them to give us independent handling.

By the Chairman:

Q. You say it is the farmer who is handling this?—A. Yes. In so far as they are shareholders in the Grain Growers' Grain Company. The grain growers form together and handle their own grain, it is a co-operative association.

By Hon. Mr. Edwards:

Q. You handle any other wheat than the wheat of your own members?—A. Yes, any grain that comes to us.

Q. No difference between that and any other corporation?—A. Yes, there is a vast difference.

By the Chairman:

Q. There is this difference, that it is largely, if not entirely composed of farmers, and each farmer can have but a limited interest in the company?—A. Yes, and any profit that is in it goes back to the farmer.

The committee adjourned at 11 p.m. until 11.30 a.m., the 24th of March, 1911.

GRAIN COMMITTEE.

THE SENATE, March 24, 1911.

The committee resumed its sittings in committee room number 8 at 11.30 a.m.

Hon. Mr. DAVIS.—There is a little statement which Mr. Maharg forgot last night and he would like to make it to the committee this morning.

The CHAIRMAN.—We will hear from Mr. Maharg.

J. A. MAHARG then addressed the committee as follows:—

In making my few remarks last night I overlooked a matter, and since, I have also got a little more verification of some of the statements that I made. In opening yesterday afternoon I stated the farmers did not want to go into the elevator business, but that they were being forced into it. They do not wish to have anything to do with the commercial end of the trade. After I had got through speaking yesterday I went into the corridor, and one of the gentlemen from Minneapolis, who are opposing us here, followed me into the corridor with evidently something up his sleeve, and it pleased me very much that he had it up his sleeve, because it has verified that statement that I made, and also given me positive proof of another statement I would like to have made.

Hon. Mr. POWER.—Is it necessary to have this preliminary statement go down on the record?—A. I will give the name of the gentleman. If you will allow me to proceed I will get along much quicker. He told me: 'You are mistaken as to some of those things that you said.' I said: 'If I am I want to be made right.' He said: 'Do you know, in spite of those laws you are complaining of 'the farmer's elevators in Minnesota are increasing and have increased by I don't know how many hundred per cent.' I told him, 'Yes, but they are doing it more through co-operation.' He says, 'Oh no, they are not.' I says, 'If I am rightly informed they are, I have the information myself that they are.' He says, 'No, they are not doing it through co-operation, it is individual farmers' elevators.' That is exactly what it is, individual farmers' elevators, but they are working them themselves through co-operation.' I says, 'That is what we are going to do, and what we have been doing. 'Oh no,' he says, 'you are not; the government is furnishing you your money, and the commission men are furnishing the farmers their money.' That is positive proof of what I said yesterday, that the farmers are being forced into the elevator business, and the individual independent men are being forced out. The other point is this: We have been told, and we practically believed it was right, yet we did not have the positive proof, that the commission men were gradually being forced out, that they were trying to force the commission men out of business as well as the independent elevator man.' The statement he made that the commission men were furnishing the money to the farmers must surely be proof that the commission men were being forced out when they had to resort to furnishing the money for the farmers to handle their grain in order that they might do business. I think that is conclusive proof that these other people were doing their best to get the monopoly of the business when the commission men had to come to the relief and furnish the money in order that they could get the business to do.' There was another point which I wished to bring up, and that was the statement which has been made that the farmers want class legislation, that they want different legislation in regard to their produce that others have not. I just wish to show why it is necessary that the farmer should have some different

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legislation for the protection of his products from what other manufacturers and people producing other commodities have. In the first place, there is not to my knowledge a commodity or a manufactured article of any one kind that does not bear its trade mark or seal in some way or other. Our product is very different. It is impossible to attach a trade mark to our commodity. You can get a certificate, but it is not stamped or attached to the article, and that is why we require different legislation, and I think we are justified in asking it. There is not a thing that is produced practically but what has got that stamp on, and it goes further with a great many of those things and states that if the seal is broken they will not be responsible for the quality of the article. That is why, Mr. Chairman, we consider it necessary that we should have a little different legislation in regard to our products than in regard to some of the other things.

I touched on the matter of confiscation of property yesterday, but they appeared to think we are singling this one line out. Gentlemen, I do not think we are doing that at all. There has been action taken along this line, even if we can consider this confiscating. But I do not think it is. Even if it were, to a certain extent action has been taken with different businesses that have been conducted according to law, which have been licensed and been conducting their business according to law. One of those is the liquor traffic. That has been licensed for years, and yet they are stepping in and curtailing it at the present time with the ultimate view of putting it out of business entirely. Then, another business that was considered a menace to the public was horse-racing. That business has been privileged for years, and the people engaged in it have erected at great expense buildings and improved their race tracks, and yet that business is being curtailed to such an extent that I see they are transferring their operations to the Old Country because they cannot carry them on here successfully. One of the senators made the remark on confining a person to any class of business or work being a restriction. This which I am about to refer to has not been done yet, but the Moral Reform League at the present time are advocating for the good of the public that young ladies be not employed in certain public places. That will be a matter of proposed legislation I think before long. I said I would mention the name of the man with whom I had the conversation in the corridor. He is the Chairman of the Board of Trade and Commerce of Minneapolis.

Q. What is his name?—A. I could not give you his name. He intimated to me that he thought it would be possible for us to meet on common ground. That has always been our end; but, gentlemen, there is an insurmountable obstacle at the present time, at least to me, and I think to the Association at large, and that is the prosecution that has taken place. Those men stated to us here that they were not guilty of anything. I hope that is true, but if they are so confident of that why did they take the course they did? They referred to our Canadian laws, and said that when they came over here they did not think our Canadian laws were administered in the way they have been administered. I do not like that reflection on our Canadian laws, and especially coming from the source it does. I do not think they have any room to cast any reflections at all upon our laws.

Hon. Mr. POWER. I do not think that has much to do with the clauses of the Bill?—A. I was going to state our objection to a flag of truce, as it were, and then I will be through. These men have, as they state, done no harm; they have been according to them maliciously prosecuted, their characters possibly have been besmirched, besides having lost a large amount of money. I will guarantee that if those men have done no harm Canadian justice will certainly give them a clear sheet if they wish to get it; and up to that time it would be impossible for me, as the representative of our association, to even think of negotiating in this matter.

Hon. Mr. BERQUE.—Do you know of any commission merchant who advances the money to the farmers?—A. Only what the Chairman of the Board of Commerce of Minneapolis said; I do not know of any.

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Q. Did you take any stock in the statement that the government was advancing the money?—A. To us?

Q. Yes; you say the gentleman said that the government was advancing money?—A. He referred to the Saskatchewan government.

Q. Did you take any stock in that?—A. Yes, that is right; the Saskatchewan government are advancing money to the farmers. The Saskatchewan government have taken the stand, they did so some years ago, unanimously, that the people should have redress.

Q I thought you referred to the Dominion government?—A. No.

CHARLES B. WATTS, secretary Dominion Millers' Association, and central wheat buyer, Toronto, then addressed the committee. He said: It is a pleasure for me to appear before a committee of the Senate, as I have done on previous occasions in connection with the Insurance Act and the Ocean Bills of Lading, because I have always found that they are anxious to know, to get at the facts of the case as fully as possible; so I will try and give you as briefly as I can the details, so that you may appreciate the true situation, as the interests involved are very important. I have been asked by each one of the farmers' representatives that appeared before you to take up some of the phases and deal with them more fully than they were able to do because they thought I knew more about it at this end than they did; so I will have to go more fully into details than I intended. I represent over 300 millers in Ontario and Quebec, about 200 of whom are members of our association, that use Manitoba wheat, and in a sense represent the millers abroad who also have to get their Manitoba wheat through these terminal elevators, and who have only the protection of the government certificate, because under the rules of the trade of Liverpool, London, Glasgow, and other grain exchanges abroad, the inspection certificate which is issued by the Dominion government is absolutely final and there is no appeal from it, and this, gentlemen, is one of the reasons why in reply to a question asked of one of the witnesses you have not heard of any complaints from the importers on the other side because they knew it was useless, and they simply had to take their medicine. A remark was made regarding hair-splitting the other day, referring to the differences of one cent a bushel or so in the value of grain. This may be a very small thing in some businesses, but it means the whole, and often more than the whole of the profit that the millers make on their export business. So that you see what a very vital question this is to us. Let me illustrate: Mr. Flavelle told you that their firm handled half a million bushels of grain a month; at one cent a bushel that means \$60,000 a year, or when the amount is increased as he told you he shortly hoped to do so, to a million bushels a month, it means \$120,000 a year, or 12 per cent on a million dollars, to that firm alone.

Now, the mills in Canada have sufficient capacity to supply the home consumption in three months, which means that they must run on export, or close down two-thirds of the time. Consequently, they would gladly run off export orders, if they can get back less than five cents a barrel, or one cent a bushel profit. I have often seen them taking orders at less than cost simply to keep the men employed and to pay off the standing expenses. Mills have to have expert millers. They cannot let them go and take them back as they please, and therefore their expenses run on all the year. Senator Campbell can tell you that in his business, notwithstanding his good connections, and reputation he has on his flour, that he has to accept large orders at less than one cent a bushel profit. Mr. Loud put up a very strong case from his standpoint yesterday, but he made a mistake, I think, when he told you that the water rate from Duluth to Montreal was lower than from Fort William to Montreal. The opposite is the case. We have a very large number of vessels in the Canadian lines carrying package goods from Montreal to Fort William. They have full cargoes up, and in order to get cargoes back, they take very low rates. The ore vessels that Mr. Loud referred to, running from Duluth to Buffalo, or Fort William to Buffalo,

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but that do not go through to Montreal, he is quite correct when he says that the rate to Buffalo is sometimes a quarter of a cent, and even occasionally half a cent lower than it is to the lake ports of the Georgian bay. But we must remember that Midland, Tiffin and Victoria Harbour and these other Georgian Bay ports are possibly one hundred miles nearer Montreal than Buffalo is to New York, and under stress of circumstances that occasionally occurs when the lake rate is lower to Buffalo than to Georgian Bay ports, Mr. Loud and other traffic managers might possibly take a little less than the Buffalo rate on account of the shorter distance from Tiffin or Midland to Montreal, and overcome the disadvantage of the high rate that may occasionally drift to Midland or Tiffin, and thus take the Canadian grain in Canadian vessels. Mr. Loud told you that some of the elevators this side of the lakes did not pay, but you will notice that while he mentioned Goderich, he did not say this of that elevator' because the Grand Trunk have some stock in that elevator and receive dividends of ten per cent and more' yearly on that stock, yet the Goderich elevator charge is only three and a quarter cents a year, or one and a half cents for six months. The charges in the elevators at Fort William are a cent and a quarter for the first month and twelve and a quarter cents for the whole year. The insurance is only one-fifth of a cent a bushel a year, in a modern elevator either at Goderich or Fort William and is therefore a negative quantity and we may leave it out of our calculation. Not only does the Goderich elevator pay ten per cent a year, but it sets aside a rest to wipe off the bonds and they are doing this on charges, practically one-quarter what the grain is paying at Fort William.

One of the gentlemen said the other day the charges did not run up to twelve cents a year. I get a little grain out of Fort William and I myself have paid over eleven cents a bushel.

Now, the mills in Canada have a capacity sufficient to supply the home consumption in four months, so many of them must run on export or close down two-thirds of the time. Consequently they would gladly run on export orders, if they could get back cost, let alone 5 cents per bushel or 1 cent per bushel profit, and I have seen them often take orders less than cost, simply to reduce the loss of having to pay their hands and keeping mills standing idle, for they cannot lay the expert millers off, but have to employ them all the year around. Senator Campbell can tell you that even with his good connections, and the reputation that his flour has, he is at certain times, compelled to figure so closely that the fraction of a cent means the difference between profit and loss on a big order.

Mr. Loud put up a strong case from his standpoint yesterday, but I think he made a mistake as the water rate from Duluth to Montreal is, I think, higher than from Fort William to Montreal, not lower, but it is sometimes one-quarter cent or one-half cent lower to Buffalo, than Midland or Victoria Harbour, because ore vessels go to Buffalo, but not to Montreal where a large fleet of Canadian packet vessels operate, taking package goods from Montreal, Toronto, Hamilton, &c., to Fort William and then grain, back to Montreal, or else go down empty, so they take very low rates as they always get full cargoes up.

While the rate to Georgian Bay ports is sometimes $\frac{1}{4}$ cent to possibly $\frac{1}{2}$ cent higher than to Buffalo, Midland is possibly 100 miles nearer Montreal, than New York is to Buffalo, so Mr. Loud could do much to keep the grain in Canadian channels, if instead of asking the Buffalo-New York rate, from Midland to Montreal, he at such times reduced the rail rate to make the through rate from Fort William via Midland as low as via Buffalo and New York.

Mr. Loud told you of some elevators on this side of the lakes that did not pay, whose elevators and storage charges were only $1\frac{1}{2}$ cents per bushel for six months, or $3\frac{1}{2}$ cents per bushel a year, while they charged $1\frac{1}{2}$ cents for first month or $12\frac{1}{2}$ cents for a year at Fort William, insurance included, but as the insurance is only $\frac{1}{5}$ cent a bushel per year, in a modern house, either side of the lakes, we can leave it out of our calculations.

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Mr. Loud mentioned Goderich, but did not say that they were losing money as the Grand Trunk railway have stock in it, and are getting 10 per cent dividends a year, and a rest being put aside to pay off the bonds, out of total charges, insurance included, of less than 3½ cents a year against 12¼ cents at Fort William. I myself have paid 11 cents per bushel at Fort William.

Mr. Loud and other witnesses said that elevators at Goderich, &c., were different from Fort William. How?

Elevators at Goderich, Tiffin, &c., are exactly the same as at Fort William, except they are not equipped with cleaning machinery, as all the grain is cleaned or should be before coming to them. They receive the graded grain, store it and ship it out just as they receive it.

Last summer at Goderich they built a new 500,000 bushel concrete addition to their former concrete elevator, so they must be satisfied with the earnings at the low rate of 1½ cents for six months.

The principal difference between the elevators at Goderich and Fort William, is that the whole crop of the Northwest must go through the terminals at Fort William, while the elevator at Goderich only gets what it can attract there, a very small percentage of the total crop. Yet Goderich pays 10 to 15 per cent dividends on charges, about a quarter of what they are at Fort William, and yet we have these gentlemen representing the terminal elevators coming before you, with the tale, that it is impossible for them to operate their terminals at Fort William profitably with charges nearly four times as great as at Goderich, unless they have a line of country elevators to feed them.

They will be unable to find buyers for their terminal elevators, which if operated on the same basis as Goderich with the Fort William scale of charges, should earn dividends of 40 or 50 per cent, but let us be within the mark and cut this in half, and say 20 or 25 per cent. I cannot understand why investors should be so shy of an attractive proposition like this appears to be.

But they say this act places the charges under the control of the commission. The charges always have been under the control of the Governor-in-Council, as clause-33 of the Warehousing Act shows:—

I think whoever owns these elevators may rest perfectly assured that the commission will always allow the elevators to collect from the grain going through, ample charges to pay the cost of operation and a good return on the investment.

METCALFE'S LETTER.

Mr. Loud, general traffic manager of the Grand Trunk railway, presented his views to you at length yesterday, and advocated having two classes of terminal elevators—a public elevator to store grain for the public, and a private elevator which handles only the grain of the owners of the elevators, who should be permitted to mix and manipulate the grain in any way they see fit, and afterwards to get a government certificate for it.

The letter he quoted from Mr. Metcalfe was all in favour of mixing, which is what the government has been using every effort to stop during the past fifteen years, and which is really the sole object of the Bill now before you.

Against Mr. Loud's contention in favour of mixing, you have had the evidence of Mr. Wells, a director of the Peavey Co., of Minneapolis, who speaking of public elevators said: 'I heartily endorse the efforts of the government to stop mixing.'

Also, speaking of public elevators Mr. Searle of the Peavy Co., told you, 'I agree that mixing should be prevented.' These men are practical elevator operators, while Mr. Metcalfe is only an elevator builder. Whose evidence should you take under the circumstances?

We are strongly opposed to the proposition of allowing any elevator, whether public or private, to mix grain and get a government certificate for the same. Mr. Loud said if it was mixed up to the standard, it should get a certificate, but you must

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remember, that *the standard represents the very minimum quality* that a car can be, to inspect that grade, and that the average quality would be half way up to the next grade above. Let me illustrate:—

Mr. Gale representing the Consolidated Elevator Co., told you yesterday that No. 2 Northern ran from 2 to 3 cents a bushel under No. 1 Northern, and No. 3 Northern, from 2½ to 5 cents a bushel under No. 2 and lower grades at greater differences. So the average quality and therefore the average value of any five cars of No. 2 Northern, inspected indiscriminately, would probably be about 1½ cents per bushel over the value of a car that was barely a standard sample, and this much below the value of the average wheat shipped from the public terminals, containing only grain belonging to the public that Mr. Loud advocated, and yet he asks to give them the same certificate, although it is worth 1½ cents a bushel less, thus enabling the owners of these private elevators, to pocket that much additional profit. Not only that, but their shipments would give a black eye to the shipments from the public elevators, because the buyers abroad, would have no means of distinguishing by the certificate, the unmixed quality from the mixed, and therefore would in future base their bids on the poorest quality they would receive under that certificate. It would of course mean that the mixers would lose a portion of the profit which they anticipated making, but every producer and country shipper, shipping through the public terminals, would be absolutely deprived of the premium, which the high quality of their grain justly entitled them to.

GOVERNMENT CERTIFICATE.

The standard is the *minimum quality* and shipments from terminal elevators, before getting a certificate should be up to the *average grade shipped out of those houses* as if it only grades the minimum, I would say there was something wrong with it.

You will notice that Mr. Denny, representing the Quaker Oats Co., said that he is satisfied with the quality of grain they receive, because that it was up to the standard of the grade, which they got from the inspector at Winnipeg. That the grain only ran equal to the standard, if such was the case, would indicate to me that they were not getting the grain out of Fort William elevators, of the quality that they should, as it should average considerably above the minimum of the grade. We must remember, however, in this connection that Mr. Denny represents an American corporation, and I am informed that the members of his company are also interested in some of the terminal elevators, and this may account for Mr. Denny's opposition to the Bill before the House, and while handling the large amount of grain they do, they have not built a terminal elevator at Fort William, which he intimated this Bill might prevent their doing sometime in the future.

My idea of the government certificate is that it should be like the Dominion notes, above suspicion, and should be sought after by a buyer, both at home and abroad, as an absolute guarantee of the goods they get under it.

MIXING GRADES INJURES QUALITY.

Mr. Loud was working on a false premise when he figures that you can mix the lower grades, even 3 Northern with the higher grade and get the same quality of flour, which is the true test of the quality of wheat. You cannot mix 2nd quality or lower quality flour with first quality flour without injuring it nor can you mix lower grade wheat with the higher grade without injuring it.

Senator Campbell will tell you that he would never dream of taking 3 Northern to mix in, to make his best flour, but uses only the highest grade obtainable for that purpose. He may use No. 2 Northern or No. 3 Northern for a lower grade of flour, or mix them or even lower grades still, for certain flours, but it would mean ruin to his high grade, if he put lower grades in it. Yet, Mr. Metcalfe argues because millers mix, the elevators should be allowed to mix.

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This is where the deep interest of the millers in Ontario, Quebec and abroad comes in. They must get the wheat of the same high quality as the farmers sell it, in order to compete with the millers west of Fort William, whose wheat does not go through the terminals there.

Mr. Loud says, a man owns his wheat and should do as he likes with it. I grant this, but then he must not have a government certificate for it. He can sell it on sample, he can mix it now and do this, and can do it under the new Act. It is inspected out as mixed cargo, and he simply does not use his certificate. Hundreds of thousands of bushels of wheat are sold in this way now. I am asked every week to examine samples of this kind, to see if they will fill the requirements of samples sold by, and suggest what changes should be made in the mixture or what quality added to it in order to make it equal to the type sample.

I think Mr. Loud is needlessly alarmed about our grain seeking the southern channels for export. I believe the greatest safeguard to keep our grain in Canadian channels is to maintain our high standard of grades and the high character of our Canadian government certificate. Sir Wilfrid asked me a few months ago if the government took over the grain elevators would not the big grain companies send the grain by Duluth. I said I did not think so, because they would gain nothing, if they could only get a government certificate when the grain they shipped from Duluth was up to the average of the same grade shipped out of Fort William, and as they could not mix and do this there would be no inducement to ship by Duluth. Buyers want the Canadian government certificate. This is their guarantee of value.

Why do not the Peavy's ship grain to their 12,000,000 bushel houses at Duluth now, and mix it? Because they cannot get a government certificate for it. They could get a seaboard certificate at New York or Boston in No. 1 Northern, but this does not fill the bill. The grain sold on this certificate will not bring as high a price, and all advantage of mixing would be lost, so they do not ship to Duluth. It was said yesterday that they could not mix because the Canadian wheat was in bond, but they could load it in the hold of the Canadian boat, and mix American grain with it, or mix the different qualities of Canadian grain, all in the one hold, and ship it to Montreal or into an American boat, and ship the whole thing in bond by Buffalo for export, but there is no advantage in it. It is the Canadian government certificate that makes the value, and it is what they want, but should not have, unless they live up to all the requirements of the Canadian law under which that certificate is granted. I have known our 3 Northern wheat go to Boston or New York, and get a certificate of No. 2 Northern from seaboard, and the reason more of this is not done is because the grade will bring as high a price under the 3 Northern Canadian certificate as it will under the 2 Northern seaboard certificate. I also suggested to Sir Wilfrid that the government could refuse to issue a certificate for any grain shipped from Duluth, but I said I did not think that this would be necessary. I know the same suggestion has since been made to the government, not to allow their certificate to follow any grain shipped to United States channels.

I feel sure from the evidence given so far that all of you gentlemen are firmly convinced that mixing is absolutely prohibited in terminal elevators by the present Act. Far from it. It is only absolutely prohibited in grades of 2 Northern 1 Northern and 1. Let me read some clauses of Sec. 137 on page 22 of the Inspection and Sale Act.

At page 22 of the Inspection and Sale Act, Section 137, we find the following:—

'No. 3 wheat and lower rejected for smut and scoured shall be graded as scoured of the grade to which it belongs, provided that wheat which is inspected No. 3 northern scoured, or lower, may be graded in such regular grade, not higher than No. 3, as the inspector determines.'

Then it goes on to speak about No. 1, No. 2 and No. 3, and that is no grade on account of moisture, the others being No. 1, 2 and 3 no grades on account of same. They are scoured and treated, and on the top of page 23 I find.

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'No. 3 wheat and lower grades inspected as no grade for moisture and dried shall be graded as dried of the grade to which it belongs. Provided that wheat which is inspected No. 3 northern dried, or lower, may be graded in such regular grade, not higher than No. 3 northern, as the inspector determines.'

The millers were consenting parties to these clauses, and as Mr. Flavelle said yesterday if parliament think it in the interest of the producers to allow further mixing of grades below No. 2 Northern we will not raise the slightest objection, but we do believe it would be a fatal mistake to allow any tampering by mixing or selection in any way with the higher grades, on which the high reputation of this country abroad for growing the finest milling wheat in the world has been built.

I heartily agree with Mr. Gage, representing the Consolidated Elevators, when he said that he thought perhaps the prohibition of mixing enhanced the value of the higher grades.

Mr. Loud was mistaken when he thought English millers did not want one high quality wheat, and that they bought by sample without regard to the certificate. It is true they do not buy a paper certificate, but the only way they can buy their grain for months ahead for future use thousands of miles away is on a certificate, not on a sample. However, when the grain arrives if it is not of the quality called for by the certificate then it gives that grade a black eye. Buyers reduce their future bids for it to the actual value of the grain received under the certificate. So in this sense they buy on the sample received, rather than the certificate.

So anxious are the millers abroad to get their wheat of the quality called for by the certificate untampered with in any way that I am informed that the Scottish Co-operative (who have an office in Winnipeg and buy and ship millions of bushels of wheat, &c. to their mills in Scotland) will not ship via Buffalo, because they found that Kansas wheat and Durum or goose wheat was mixed in some of their shipments.

The government has been working for years to establish the value and high grade and reputation of Manitoba wheat abroad, and spent hundreds of thousands of dollars in maintaining a large staff of officials to see that the elevator men did not mix; and are we going to conclude all their past experiences and efforts were wrong, and reverse the system built up during the past 15 years, just because an elevator architect writes the president of the Grand Trunk railway that this is not the way they do in the States—(their inspection does not hold a high place in the world's markets)—or because a traffic manager or railroad solicitor fears some wheat may go to Duluth instead of Fort William. I hope not.

Mr. Loud advocates public and private owned houses, like in Minnesota.

Mr. Heffelfinger, I think it was, tells you that you can get all the space you want in the public or state-owned houses at Duluth, for any price you want to pay for it. So Mr. Loud's proposal would mean that the Canadian Pacific railway or other public elevators would be practically empty, if the same results followed as at Duluth, or if the private house turned out better wheat, as Mr. Loud suggested. What is experience at Minneapolis? Millers pay over 3 cents per bushel more for 1 N. on track, before it has gone into the elevators, than afterwards. Why? You can draw your own conclusions.

PREMIUM ON WHEAT.

Do you want to establish this sort of thing at Fort William or Winnipeg. I think not. Owing to operation of the elevators there is already a premium on cash wheat, which is why the exporters from Montreal, Toronto, Kingston and Winnipeg waited on the government a few months ago and asked that the operation of the terminals be taken out of the hands of these men, or at least they be prohibited from buying and selling the grain in their terminals—the very thing this Act proposed to do. Why?

Mr. Searl told you they own 4,000,000 bushels of grain in their elevator at Port Arthur, probably more than one-half the total stock of wheat at Fort William is owned by one firm. When an exporter or miller has a boat to lend they have to pay

a heavy cash premium to get the grain, because the elevator company can make more money by keeping the grain in their elevator subject to 1 cent per month storage than by letting it go out as it should, to supply the markets of the world. The high storage charges enable them to do this. Their action in holding this huge quantity of grain off the market puts an artificial value on the other grain offering on the market, and as it is too high to ship, as Mr. Loud told you yesterday, it remains here under heavy interest and storage, a direct loss to the country, no matter what the final price it sells at.

Judge Phippen told you how the samples are exposed on a table in Winnipeg daily, and the mills examine and select the best cars of the grades, buy them at the grade price, and then skim off the cream, so that only the minimum grade reaches the European market; and he might have added, the Ontario and Quebec millers. With the result that only the minimum price is paid by the buyer. Therefore the terminal elevators should be allowed to mix.

This argument may be a strong one against establishing a sample market, when what he described could be done, but under present conditions the wheat is well on its way to Fort William before the millers can see the samples. But the terminal elevators can conduct this operation to perfection, in spite of the registration system which the elevator operators describe as being a complete preventive of all the evils.

THE REGISTRATION SYSTEM

They almost convinced me, but after studying it I find it will only prevent more of each grade being registered out than is registered in.

It does not prevent the selection of grades and it does not see that the dockage is cleaned out.

SELECTION OF GRADES.

Senator Lougheed asked Mr. Hogg how exporters could possibly know they were not getting out of the elevators the average of the grade instead of the minimum. He also said the value of the grain could be fixed to the fraction of a cent. He was also desirous of knowing why the British importer was entitled to anything more than the minimum of the grade when he bought it on a certificate and shipment was equal to the minimum and how any injury was done to the producer.

Senator Davis also was asking about the same grades of wheat being put in different bins so I have prepared a table to try and show you plainly how this works out.

VALUES OF DIFFERENT GRADES.

Under the rules of the Winnipeg Grain Exchange 2 Northern can be delivered on an option contract at 3 cents under No. 1 Northern or No. 3 Northern at 10 cents under No. 1 Northern, but the actual value, between No. 1 and No. 2 Northern, is from 2 to 3 cents a bushel and between 2 Northern and 3 Northern 2½ to 4 cents a bushel, and the lower grades the spreads have been running 5 to 8 or even 10 cents a bushel. Take 1 Northern at \$1 and 2 Northern 97c.

Take 30 cars of No. 2 Northern at 97 cents, bin at terminal as follows:—

	Bin.
10 cars missed 1 Northern value 99 cents	A.
10 cars 1½ way between value 98 cents	B.
10 cars barley 2 Northern value 97 cents	C.

30,000 bushels average value 98 cents if all put in 1 bin or 1 cent per bushel more than bought at. If the Peavy Company could make this 1 cent a bushel on the 30,000,000 bushels they put through their elevator they could make \$300,000 and do nothing else except put it in different bins.

Now, this is the way this can be worked out and exporters and millers feel it has been done:—Smith is an exporter without terminal facilities, buys and orders loaded

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on boat, 10,000 No. 2 Northern and it is loaded out of bin C, the poorest, by the terminal owner.

The terminal owners also have their export house who orders 10,000 bushels shipped on the same boat in another hold perchance to the same buyer in Liverpool and it is shipped out of bin B, valued at 98 cents.

The Liverpool buyer gets both lots and says: Smith is shipping poor wheat, just a skin grade, while the terminal export house ships me good wheat worth 1 cent a bushel more or \$100 on the lot. I won't buy any more from Smith but will give all my business to the terminal house in future. This would, in time, result in the killing-off of all export houses except those interested in terminals just as Mr. McKenzie told you their operations would result in the killing-off of all the independent buyers in the country so you would have an export monopoly at one end and a buying monopoly at the other.

I have figured with exporters time and again on their cable bids and, if they can make half a cent a bushel or less, they do not hesitate to accept the order, and time and again I have known them to accept the bid when it did not show the fraction of a cent of profit, in order to hold their connection abroad and not let others take their trade away.

By referring to the above table, you will see that there still remains in bin A 10,000 bushels 2 Northern, valued at 99 cents. The terminal exporter buys 10,000 bushels No. 2 Northern at 97 cents, and it is shipped out of bin A. He tears up the certificate, expresses a sample to Liverpool, sells it at one cent under No. 1 Northern, and pockets \$200 simply for selecting my wheat and appropriating it to his own purposes.

WHERE THE FARMER LOSES.

If it were all binned together and shipped it would be worth 98 cents for sale in Liverpool, and the price to the farmer would be based on 98 cents instead of 97 cents, as the Liverpool buyer bases his bids on the minimum of the grade he receives, so the farmers lose one cent a bushel on 30,000 bushels or \$300 on this transaction, and the terminal elevator operator pockets it in each or increased trade. But the price of every bushel of No. 2 Northern the farmer sells is depressed by this operation, and this means millions of bushels. The gain by this selection of grades would be still greater on the lower grades where the spread in values is wider with correspondingly greater gain to the elevator operator and greater loss to the farmer.

The terminals do not improve the value of the grain in any way, by selection or mixing; they do nothing to entitle them to the money they pocket and should not be placed in a position to do it.

DOCKAGE.

In 1908 the Act was revised and on strong representations the government placed additional officials at Fort William, with instructions to superintend the cleaning, binning, and handling of the grain, to stop mixing and to see that the grain is cleaned up to the grade called for by the inspector's certificate. I believe the officials have done the best they could under the circumstances, but the Liverpool samples procured by the agent of the Grain Growers' Association, as described to you by Mr. Mackenzie last night, show that in 1909 and January, 1910, shipments reached Liverpool of No. 1 Hard, No. 1 Northern, and No. 2 Northern, containing dockage, 2, 3 and 4 per cent, only five samples out of forty going less than 1 per cent, and the whole averaging $1\frac{1}{2}$ per cent, and some of the samples outside of this being one grade lower than the certificate called for. When you think that on even an 8,000 bushel lot, which is the smallest orders, 4 per cent means 320 bushels, or say \$320, you can see what enormous profits were made on this operation.

Senator Loughheed asked if this were done with the connivance of the government officials. I do not know, but I do not think it is a fair thing to place a man whose

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salary is probably only what the dockage would amount to on a 16,000 bushel lot, in a position where he would be subject to the temptation of the terminal operators, to make on one shipment what he gets for a year's salary, if he will turn his back for two minutes. But I do not think even this would be necessary, because Captain Richardson, of Kingston, told Sir Wilfrid Laurier when hearing the farmers' deputation last December, that he had been running elevators for 40 years and he could operate it in any way he liked in spite of all the officials set to watch him. You can understand in an elevator with the belt hundreds of feet long, carrying the grain and the turn of a scraper, the opening of a valve, the moving of a spout, would shoot the grain into any one of numerous bins scattered on each side of the travelling belt, how difficult a task an inspector has when all the employees of the elevator are interested in taking advantage of every opportunity to mislead him, in their employers' interest.

The Liverpool samples no doubt fairly represent the quality of the shipments made to all ports in the United Kingdom and Europe for it is unthinkable that where the Grain Growers happened to place an agent to draw samples was the only port where this shocking state of affairs existed. It proves clearly that the grain was not cleaned up to the dockage to make the grain called for by the inspector's certificate, and as for every bushel the elevator did not clean out the eastern miller or foreign miller pays for dirt where he should get good wheat and this goes into the pocket of the elevator operator. You can see what a profitable operation this is, especially as the farmer has paid the freight on the dirt to Port Arthur, and the elevator operator gets it for nothing.

Mr. Bowers was asked how the country elevators owned by lined companies who had terminal elevators, could pay more for the wheat at points where they had competition with farmers' elevators or private elevators and so drive them out of business. With great reluctance he said that possibly they did not get paid for full weight. There are two other explanations that I wish to place before the committee. In buying from the country farmer their wheat is almost invariably subject to dockage, because owing to the lack of facilities and the high price of labour the farmer cannot clean his grain as do the farmers in Ontario and Quebec before offering it for sale. The country buyer tells the farmer: I'll pay for your grain as No. 2 Northern, but although you have 65 or 69 bushels, I will only pay you for 63 or 65 bushels, on account of the dirt in it, and if this dockage is not taken out at the terminal elevator, or is only half what the country dealer deducted there is a profit in itself and it is no difference whether it is made at the country elevator or the terminal elevator, when both are owned by the same parties. The other way in which the line elevator could afford to pay more than the country elevator is on account of big profit on the storage charges at the terminal elevator. This is so great that it pays the terminal elevators to buy grain intended for railroad elevators and directed to their houses in order to make the storage on it. This is one of the reasons that the Peavy Co. owned 4,000,000 bushels of grain stored in their Port Arthur terminals as well as the fact that when the quantity of wheat is wanted on the spot they are unable to charge the exporter a premium to get it. The big inducement is, however, the large and sure profit on storage charges.

Davidson & Co., and Muirhead & Black in their letters read to the committee the first morning, made the plea that they should be exempt from the operation of this Act to show that even these houses should be subject to the most stringent regulations. I recite what happened within the last few weeks. I was asked by an exporter to examine samples of six or eight cars of grain sent from the terminal elevator at St. John, N.B. On looking at the first sample, I pronounced it, from appearance No. 3 Northern, but on smelling it I found it was strongly impregnated with smoke, that it was absolutely useless for flouring purposes, and would be no grade. The other samples were lower grades, 4 or 5, and all had the same trouble although carrying straight certificates. Fortunately the man in charge of the terminal elevator at St.

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John was careful and he had detected the trouble before placing them into the bins containing these regular grades and had put them in separate bins sending the samples back. The elevator claimed, I think, it was Davidson & Co., that as they had got clean certificates their responsibility ended. The exporter had paid for the wheat on the documents, but knowing the facts would not send it forward to his buyer in England although legally he could have done so and forced them to take it, on the certificates and the buyer in England would have had no redress, and would not have known what elevator it came out of but the exporter here happened to detect it in this case and is fighting it out. You may say that the inspector was unduly influenced by the elevator owner or misled in some way but I think the more likely explanation is that either he never suspected the grain being impregnated with smoke coming out of an elevator, or that he had a bad cold and lost his sense of smell. I only cite this to show that even the inspectors occasionally make mistakes, when they are trying their best to do their duty.

By Hon. Mr. Power:

Q. I think the statement made by Mr. Phippen was that the Ontario Millers did the skimming?—A. The Ontario millers do not get a chance to do the skimming. He was referring to the millers west of Fort William.

The CHAIRMAN.—I think the committee have a right to understand from Mr. Phippen, that all Canadian millers, who had an agent there, had that opportunity.

Hon. Mr. CAMPBELL.—That is a misapprehension. The Ontario miller may go there and buy these good cars, but he cannot ship them all-rail, to his mill, because they go through the terminal elevators.

The CHAIRMAN.—I know he intended to convey the idea that it was the miller, who had mills west of the lake that benefitted by that situation.

Senator Lougheed asked why exporters did not appeal to the Survey Board if they were not satisfied with the quality of grain coming out of the terminal elevators. One reason is that if the shipment is up to the minimum standard sample, they would have to confirm the grading and the other is that the exporter has enough troubles without borrowing any on the small margin on which he does business, and as under the terms of his sale all he requires to do is to furnish the government certificate he has nothing to gain and as a matter of fact never sees the samples of the grade of wheat he buys, so is not in a position to appeal to the Survey Board except in a very isolated case, as the one cited above, which happened to be all-rail wheat and was only detected owing to the vigilance of the warehouseman at St. John, N.B.

Senator Lougheed also asked if millions of bins were shipped out satisfactorily to the Ogilvie Co., would not this prove that the grades were all right? I say no—the operators are shrewd men.

They know that the Ogilvie Co., with their own terminals at Fort William and Port Arthur, know what grades they are getting out and if they should attempt to give them anything but an average grade it would be detected at once, and trouble would ensue. But the millers abroad, and the other millers on this side, are not in that position and therefore they are subject to trouble that the exporters would not have.

Now then let us look at that statement that Mr. McKenzie presented to you last night regarding the forty sample shipments received at Liverpool. Senator Young asked had they absolute proof and had they been able to follow this grain from the time it left Fort William until it reached its destination. Let us look at that as business men. Here we have these samples taken by a representative of the grain growers, and we have the results.

By Hon. Mr. Lougheed:

Q. I was not satisfied as to whether the evidence given by Mr. McKenzie was definite as to who made the selection of the samples?—A. You will have to ask Mr.

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McKenzie that question. He said a representative was appointed by the grain growers and he secured the samples at their request.

Q. There was no proper selection made of these samples, as you must know?—A. I have shown you that as far as the transfer elevators are concerned that there was no possibility of their having any dockage to mix in, because under the law the wheat must reach them clean. If it did not then the terminals were to blame. Senator Young put up a case and said: 'What guarantee have you got that this grain shipped out to the transfer elevators is of the grade asked for; cannot I ship No. 3 Northern out say ten thousand bushels and ten thousand bushels No. 2 Northern, mix them together in the hold of the boat and use two certificates of No. 2 Northern?'

Hon. Mr. YOUNG.—No, I did not say the hold of the boat. I was speaking of the transfer elevators. I was speaking of the wheat after it reached the transfer elevator.

The WITNESS.—And after it was shipped out from the transfer elevators, that is what I am saying.

Q. No, you were saying the hold of the boat?—A. The hold of the boat going to the Old Country, to Liverpool, just the way this grain went.

Q. We have no guarantee of the way it went?—A. He said, if it went direct from Fort William to Montreal on a boat, therefore there was no possibility. Then you raised the point, if it went through the transfer elevators, could not it go astray there. I have shown you that in the transfer elevator the dockage of one, two, three, four per cent could not have got in because it was not there unless sent from the terminal elevator at Fort William. The exporters have to get the identity of that grain from the railroad. It is under the control of the railroad at the elevators. They have to furnish the identity of that grain all the way through, to the Liverpool buyer. The operation which Senator Young suggests of having No. 3 shipped and a No. 2 certificate accompanying it cannot be done; because the buyer at the other side would not accept the document unless the identity was confirmed by the transportation company and accompanied the shipment. There is no question in my mind, but this wheat reaches Liverpool in exactly the condition it left the terminal elevators. Let me draw your attention to the period at which this happened. These samples were taken during October, November, December, and January of 1909-10. Now, what do we find happened just at that period. At the close of navigation in 1910 we find that Inspector Gibbs at Port Arthur reports to the warehousemen that he finds certain elevators there have shipped out large quantities of No. 1 Northern, and they are short quantities of No. 2 Northern. Now, I do not want to take up the time of the Committee, but I must refer you to a short extract from Castle's report of this trial, which these gentlemen say was only a mistake, and it was immaterial, on the enormous quantity of grain handled. The fines imposed by the Magistrate show it was not very trivial, as they were \$2,500 in one case, and \$3,000 in another. Mr. Castle, in his report, says: 'In the Port Arthur elevator the shipments exceeded the receipts of No. 2 Northern by 169,066 bushels. Of the Empire elevator he says the shipments of No. 1 Northern exceeded the receipts by 437,884 bushels.' Mr. Wells was here, and Mr. Searle and they both referred to this matter the other day. Now what do we find Mr. Castle says further? 'If a fair allowance were made for mistakes in the measure, it would be found that the quantity over-shipped of No. 1 Northern would about balance the other shipment of No. 2 Northern, 3 Northern and 4 Northern grades.' Now, gentlemen, what do we find? We find that just at this very identical period, when this grain was reaching Liverpool, of lower grades than it should be, with this enormous dockage—that just at that identical period, after the close of navigation—Inspector Gibbs reports this serious discrepancy. Warehouseman Castle follows it up, and prosecution follows. We are sane business men. We can connect two things and there is the indirect proof of the state of affairs which Mr. Castle found to exist.

Committee adjourned at one p.m. until after the close of the Senate, this afternoon.

GRAIN COMMITTEE.

The committee met at 3.15 p.m. Friday, March 24, 1911.

Mr. WATTS.—Mr. Searle asked me to say that the quotations I gave this morning from his remarks on Mr. Wells as approving of mixing, referred only to public elevators. Mr. Douglas says that the rates are sufficient to pay all depreciation, &c., of both terminal and country elevators. Each must stand on its own feet. Mr. Heffelfinger says that they could operate country elevators if they did not own materials and that they could operate country elevators if they did not own terminals, and that invested money is under the protection of the Canadian law. After numerous warnings they broke the Canadian law and mixed grades under the eyes of numerous government officials who were watching them, and eventually were fined \$2,500 and \$3,000 in two cases which had been decided. Clauses 122, 123 and 242 are the direct result of their own actions, because it has been found impossible to make these men obey the law by any other means. They have no ground for complaint. They have brought the penalty on themselves by their own conduct. If these clauses meet the approval of the committee I believe they will be a great benefit to all outside of the elevator interest. The millers did not ask for them. We are on record, at our last two annual meetings, as having asked the government to acquire by lease or otherwise the terminal elevators at Fort William and Port Arthur and to operate the same. This would be part of a general policy; it would be adding these great terminals to those they are already operating at Halifax, Montreal and Port Colborne, and complete the chain. We believe it would be in the public interest; that it would give satisfaction to all parties. The operators say they are prepared to sell to the government. It would be a very profitable investment for the government and protect the interests of the millers, producers, exporters and grain dealers, all of whom have asked the government to do something to remove the disabilities under which they are labouring. This, we believe, would be an easy, reasonable and businesslike solution of the whole trouble.

Mr. Chairman and gentleman, I thank you for your patient hearing, and my only excuse for taking so much of your time is the importance of the millers whom I represent.

By Hon. Mr. Davis:

Q. Mr. Gage said the other day in answer to a question with reference to those prosecutions, that he was prosecuted for what he called lending. What do they mean by lending?—A. I remember that he said that it had been the custom for years to lend. Very frequently a shipper from the west or a grain operator in Winnipeg has cars inspected at Winnipeg. He has a boat at the elevator at Fort William that he wants to load, and instead of buying the grain in the terminal elevator that is on the spot at Fort William they have been in the habit of going to the elevator owners and saying: 'Here I have these bills, you have a lot of wheat in there, you lend me the wheat.' The result is that if I had wheat on the spot that I was wanting to sell I could not sell it, but if the wheat had not been loaned by the elevator, the man that was loading the boat would have to come to me or somebody else that had wheat on the spot and buy my wheat and pay for it. That is one feature, and another way that it has been done sometimes is just at the tail end of the season when the December wheat is two or three cents lower than the cash wheat on the spot and they lend it to somebody that wants the cash wheat to get across the lakes on low freight, and they replace it with the cheap wheat when it comes in during the month. Of course,

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that is very profitable to whoever has the wheat shipped over, but it is rather hard on the man that owned the wheat that was stored there, because otherwise he would possibly have sold it to load that boat. He pays storage and interest on it, and it is replaced with wheat that yields him two or three cents lower per bushel later on.

By Hon. Mr. Campbell:

Q. Suppose my wheat was stored in the elevator would the owner take the responsibility of lending my wheat to you or some other exporter?—A. That has been done in the past.

By the Chairman:

Q. What you say in effect is a man that is loading out a boat has gone to some one and borrowed wheat from him who did not own it, and he lent other people's wheat to accommodate this man, and the people who owned the wheat were unable to sell because the elevator people had loaned wheat belonging to them, and not to the elevator people?—A. Yes, sir, that has been done.

Q. Is that a case such as was referred to here?—A. I cannot say exactly what it was. They said the wheat had not arrived in the elevator; it was on the road there.

Q. That is a detail. Can you furnish the committee with any direct evidence that loaning of wheat means the loaning by a man who has no wheat—somebody else's wheat—and causing such a situation as you suggest—you say it has been done, can you give me any direct information that would locate such a case?—A. No, I do not know that I could; I did not come prepared to answer the question.

Q. You have answered it and have said upon your own responsibility that it is true?—A. I said it had been done in the past.

Q. You must know it has been done?—A. I have been told that on different occasions.

Q. You have heard it?—A. Yes, not of my personal knowledge.

By Hon. Mr. Campbell:

Q. What security would they take from the party that borrowed the wheat, would he put up the shipping bills for wheat that was on the way?—A. If they were lending it to an outsider he would put up the shipping bills.

Q. He might put up the cash?—A. Yes.

Q. At all events the warehouseman would not willingly lend that wheat without good security?—A. I should not think so, and he is responsible under his bonds. There is no fear of loss, I think, in connection with it.

Q. It is an illegal offence?—A. Certainly, it is contrary to the Act, or these men would not have been fined for it.

Hon. Mr. DAVIS.—There was some suggestion made yesterday as to two classes of elevators, a public elevator where there would be no mixing allowed at all, and an elevator where you would allow mixing; what are your ideas?—A. I gave that in my remarks this morning.

Q. Do you think public elevators would be at a disadvantage in a case of that kind?—A. Yes, judging by Mr. Heffelfinger's statement.

Hon. Mr. POWER.—I understand Mr. Watts appears for the Dominion Millers' Association, and as I read the proposed clause 123, it does not apply to millers except under exceptional circumstances, and the millers would not be injuriously affected by the passing of this clause?—A. The amendments which the Board of Trade have sent down, and also which have been endorsed by the Dominion Millers' Association, ask that new clauses be put in that Bill referring to what they term mill elevators, and that mill elevators be exempt from it. I think that clause 123 that you refer to there says, 'Provided this shall not apply to a person who owns, manages, operates or is interested in any terminal elevator used or operated in connection with any flour mill situate at the same terminal point as such elevator.'

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Q. The question I asked was whether this clause if passed would affect the millers?—A. I do not think so, but in order to make it absolutely sure we have suggested some amendments to it.

By Hon. Mr. Young:

Q. You do not want to come under the operation of that clause at all?—A. All our mills are east of Fort William and we could not come under it.

Hon. Mr. POWER.—You said that the certificate of the Dominion inspector at Fort William is looked upon as final in Liverpool. Some other gentleman stated to the committee that English dealers preferred to buy on sample?—A. I think I covered that fully in my evidence this morning.

Q. I only wanted to be sure?—A. I said this regarding that, that the sales by exporters on this side are absolutely governed by the government certificate, that is final with the buyer on the far side. The miller in England in buying wheat buys it for his future use on that government certificate, but if the grain arrives there and is not up to the quality which he considers the government certificate calls for, then when he bids for that same grade of grain again he bids in accordance with the quality that he bought and not what the government certificate called for; in that sense of the word he buys on sample.

Q. As I understand it is only in the case where wheat sold on the Dominion inspector's certificate has turned out not up to the standard that a sale by sample takes place in subsequent cases?—A. It is not a sale by sample in subsequent cases, it is simply basing the values on the sample in subsequent cases.

Hon. Mr. CAMPBELL.—If he was buying 50,000 bushels of 1 Northern, he buys it supposing he is given 1 Northern, and when it arrives over there it is only number 2 Northern or number 3 Northern and the next time when he is buying number 1 Northern he will buy it on number 2 basis?—A. Perhaps if I refer to this chart again that will make it plain.

By Hon. Mr. Power:

Q. No, thank you; I am not inquiring about that point. Correct me if I have not understood you. You said if the grain was sold in Liverpool on the Dominion inspector's certificate and it turned out that grain did not come up to the grade mentioned in the certificate that in any further case the buyer would buy by sample. He would have to see the grain to be sure he was getting the grade?—A. I said he could not buy months ahead on samples, because the sample would not be there.

Q. You made another statement that impressed me very much. I understood you to state that in Minneapolis a buyer pays three cents a bushel more for grain before it is put into the elevator than afterwards.—A. Yes, you will see these quotations every day in the paper—that No. 1 Northern spot track is worth—they quote it now from one and a half to two cents over May. In December they quote it at two to three cents over December, or three and a half cents over.

Q. Another statement you made, which does not seem to me to quite harmonize with some of the evidence. You stated that wheat reaches Liverpool in the same condition as it leaves the terminal elevators?—A. Yes.

Q. If that is the case, would you explain to me, how the farmer can be hurt by anything that took place after this grain has gone into the terminal elevator and he has been paid for it?—A. I think so, if the grain goes into the terminal elevator subject to a dockage of four per cent. It frequently goes in at a dockage of two, three, and even four per cent, in fact Mr. Headly Shaw, president of the Kenora Milling Company, said that the whole of the wheat that went to that mill showed a dockage of one and one and a half per cent. If this goes into the elevator subject to a dockage of four per cent and that dockage is not taken out, there is forty bushels of wheat that the English miller should get but he gets dirt for it. The farmer in shipping that from the interior is docked that forty bushels and he has to pay the freight on that to Fort William. The English miller pays for forty bushels of dirt

where he should have forty bushels of wheat and the next time he buys he will not pay \$1 a bushel because it is so much less, and the next time instead of paying one dollar he pays 96 cents. The price that the farmer gets ultimately is based on the Liverpool price, and the next time the value of that runs down and the farmer gets paid on a basis of 96 cents instead of one dollar.

Q. Do I understand you to say that if wheat comes in a dirty condition to the elevators it is shipped across to Liverpool in the same condition?—A. It should not be; all the wheat shipped out of the terminal elevators should be absolutely clean, up to the standard.

Q. Then your idea is that the government officers to see that it is done?—A. It is.

Q. Then your idea is that the government officers do not do their duty?—A. I cannot explain it. I simply deal with facts. Here is this forty shipments reaching Liverpool showing that condition. You took the ground at the close of your statement, that government ownership of these elevators would cure all evils.

Q. If the government owned the elevators they would probably have just the same men acting as inspectors as they have now?—A. Yes, sir.

Q. If these inspectors do not do their duty now would they be more likely to do it if the government owned the elevators?—A. At present there is one inspector for probably ten or fifteen employees of the elevator. Everyone of these employees of the elevator is interested with the elevator operator, who is working to the best advantage of the operator of the elevator. If the government ran these elevators all these employees, would be employees of the government, and their interest would not be against the inspector, but with the inspector to carry out the laws of the government in every sense of the word.

Q. Supposing a wealthy corporation was buying wheat out of the government elevator, could he not make it to the interest of the government employees to grade that wheat out in the way he wished?—A. Of course there is always that possibility, but it is not nearly the opportunity of doing it, where the government is concerned as in the other case. Any more than with your Customs officers and your Inland Revenue officers. We do not hear of that sort of thing going on where the thing is absolutely under their control in that way.

By Hon. Mr. Young:

Q. You base some of your argument on those Liverpool samples; how were these samples drawn in Liverpool?—A. I do not know; I simply base my argument on Mr. McKenzie's evidence.

Q. You have no information as to whether the samples were drawn in the way samples were drawn for inspection purposes?—A. No, sir; I presume when they instructed their men over there to get the samples for this purpose, they got them properly because we find that when they brought them back they were submitted to inspectors or experts at Winnipeg to make the grades, and we presume they did not start off on a false premise to build an edifice of that kind.

Q. With reference to the certificates; your first remark in giving your views gave me the impression, and others, that the certificate was final in all cases?—A. The certificate is absolutely final on the Liverpool and other English markets.

Q. But not as against the Ontario miller or the Quebec miller whom you represent. It is not final?—A. For all practical purposes it is, unless it may be of a single car coming by rail. A single car coming all rail it is not; because there is a chance there of preserving the identity of the wheat and sending an inspector from Ontario to draw a sample. I had a case, not long ago, where I did that. It cost me over \$50 to send an inspector to draw a sample, and after I had the sample drawn the car had to stand on the track until the inspector got there and practically till it went to Winnipeg and the decision was given by the chief inspector, or Board of Survey as to whether it was up to grade or not.

Q. What was the result of that?—A. It was not up to grade in that case.

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Q. There is an opportunity of having a survey if you desire it?—A. If you can preserve the identity of the grain, and get an absolute sample of the whole lot.

Q. I have assumed that you consider the identity of the grain preserved once you get rid of these sinners from Fort William and Port Arthur?—A. Yes.

Q. Then the identity coming across the lakes would be preserved?—A. It is preserved, if I buy the whole lot, but not if, as most of the Ontario millers buy, the grain is brought across, in ten and twenty thousand bushel lots; most of the Ontario millers do not buy that lot of ten or twenty thousand; they buy single car, and there is absolutely no opportunity for a survey in a case of that kind; I never heard of one being attempted.

Q. If you took one car out of the hold of 20,000 that was wrong, would not the rest of it be the same?—A. No, it would not follow.

Q. You might get one out good and the rest inferior?—A. Or the other way round, most of it good and an odd car of inferior quality, especially if it were not properly cleaned.

Q. And it might be so in getting samples. You might get a good sample and might get a bad one?—A. If you don't take samples properly, no doubt about it.

Q. If you suspected a hold of a vessel under grade, you could have a survey of the whole vessel?—A. Yes, if I knew it in time to get the inspectors up there before there was any of the wheat shipped out of the elevator or anything of that kind, but we never know anything of that till it reaches our mills.

Q. Is it not a fact that owing to the arrangements of loading a vessel out of one elevator that you are able to locate troubles of this kind better than you were formerly?—A. Oh, no question about it, a great improvement.

Q. Formerly a shipper might take out at Fort William and Port Arthur 100,000 bushels of wheat, and he might take it out of two or three houses?—A. Yes.

Q. And one house would blame the other?—A. Yes.

Q. And that is done away with and there is a less amount of trouble in locating anything wrong than before?—A. Unquestionably.

Q. So we are going in the right direction?—A. Undoubtedly; we are making steps the right way.

Q. You have made some complaints with reference to the individual cars and have exercised your right of arbitration at times?—A. Yes.

Q. You said before lunch that mixing was permitted under the Act?—A. Yes.

Q. Did you wish the committee to understand that extensive mixing was permitted?—A. To the full extent the Act provides but not of the higher grades at all.

Q. Perhaps it was unintentional, but you gave the impression that mixing could be permitted right along and that the Act was defective?—A. Oh, no.

Q. That was not your intention?—A. Not in that sense of the word at all. The impression I thought that every gentleman on this committee had got is the impression that I would have had; that is that no mixing was permitted at all under any circumstances; that is a farmer's wheat was tough and if it was dried out, he lost the whole value of that because it had been tough and could not be inspected, and that it could not go into anything else except as a rejected grade of wheat. The same way with smutty wheat, because it was smutty that it had lost its value absolutely to the extent of the smut, that the owner did not get any opportunity of cleaning it or utilizing it afterwards. The Act carefully provides after the grain has been treated for smut or dampness or anything like that, that it can be graded into the grade not higher than 3 northern, that the inspector considers it entitled to, and in that way, outside the expense of cleaning it or drying it, that wheat can bring back its value and be mixed in where it would have been if it had not been in that condition.

Q. In short, the mixing under the present law is only permitted to that class of wheat that has to go to hospital elevators if the law is followed out?—Yes, that is right.

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Q. The wheat requires to be treated by an elevator equipped with special machinery?—A. Yes.

Q. And limited to that?—A. Yes.

Q. In shipping wheat via Buffalo, is there not a possibility that some of our wheat that you have been complaining of that reaches the other side may have been tampered with on that route?—A. Well, I was told that wheat was under bond there and could not be tampered with.

Q. Let me ask you how the American government bond wheat?—A. I am not positive of that.

Q. I am advised that they bond by quantity and not by grade?—A. I could not say as to that.

Mr. SEARLE.—That is correct.

By Hon. Mr. Young:

Q. If that is so, could that grain be tampered with if an individual were shipping several grades of about the same grain?—A. I should say if that is correct—I never understood it that way—the Dominion government should never issue any certificate—

Q. Never mind the Dominion government and the issue of certificates. You are speaking of the pure and I would like to speak of the diseased. Would there not be a possibility of mixing on the Buffalo route if we are correct in regard to the bonding operations?—A. There might be for all I know.

Q. You can go further than that?—A. I say there is a possibility.

Q. A good large possibility?—A. I could not say.

Q. You illustrate it by your chart, and I think you indicated in your views before lunch that a selection in the binning of cars, skin the grades in one and leave the other in another bin of supposedly the same grade of a much better value?—A. Yes.

Q. You will notice that clause 126a of the old Act says: 'All grain stored as aforesaid shall be binned under the direction, supervision and control of the inspector, deputy inspector or inspecting officer. The inspector, deputy inspector or inspecting officer shall have full control of all grain in terminal elevators and no grain shall be shipped out of, transferred or removed from any terminal elevator without his supervision.'

Then sub-section 3 of section 126A reads:—

'No grain shall be transferred from one bin to another in a terminal elevator without the supervision of the proper inspecting officer, who shall record such transfer in proper books.'

The process you described to-day would all be done with the collusion and connivance of all these various officers?—A. I do not think so.

Q. In the face of the law which says that no binning shall be done by a terminal elevator man unless it is done under the instructions and supervision of the officer. I am trying to find out whether our law holds water or not?—A. The law is good if you could carry it out, but the experience of the past, this very thing we have been discussing about, the 40 samples shows it has not been carried out, and the same thing can be proved—

Q. I think probably Mr. McKenzie will establish the fact that we have a sure foundation to rest upon as to these samples being there or not, and consequently that they came to these elevators. Would it not in order to work out that theory of yours be necessary that all these officers should be a party to the violation of the law?—A. I do not think so.

Q. What does this law demand?—A. It will depend altogether how many officials you place in the elevator, and what facilities there are to evade the law, but if you give one charge of far more than he can stand and watch all the time, then he does

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not need any connivance on his part to have the law evaded, if the other employees in the elevator are interested in evading it.

Q. The millers have an elevator at Goderich?—A. Yes.

Q. A joint stock company?—A. Yes.

Q. I suppose various milling corporations are interested in that elevator?—A. Some.

Q. That has been one of the paying elevators; I understood you to say they paid ten per cent or better?—A. Yes.

Q. Does not the fact of the connection these millers have with that elevator produce this dividend?—A. Only to a very limited extent.

Q. I assume that as business men, and having their investment there, that they would throw their grain that way?—A. Yes, but it is only a limited number of mills that are tributary to that elevator, to whose advantage it is to buy through it. It is to their greater advantage in many cases to buy through the Point Edward elevator or Owen Sound elevator, or their Tiffin elevator, as the case may be, on account of the difference in rates.

Q. What is its capacity?—A. One million bushels.

Q. How much did you put through it last year?—A. I have not any idea.

Q. About?—A. The nearest I could give was what Mr. Loud said, about four or five million.

Q. With one million bushels capacity?—A. It was not a million capacity until last winter.

Q. How much was it?—A. 500,000 bushels.

Q. Assuming Mr. Loud's figures were correct, he put it four or five million?—A.

Yes.

Q. You filled that house eight times?—A. Yes.

Q. That is a pretty lively business for any elevator to do?—A. That is a very good business.

Q. It is away above the ordinary?—A. I could not say as to that. The Port Arthur elevator people told us they put thirty million through their elevator last year, and their capacity is seven million, that is 4 times their full capacity.

Q. And Goderich is handicapped by reason of the fact that there were only a limited number of mills benefited by that distribution. Supposing this clause 123, with that proviso in it, were put into effect, how will it affect your people? Will they not be affected by this clause, even with the proviso in it?—A. I do not know; I never thought of it. I will look at the clause. I may have been helping to pinch somebody.

Q. You seem to admit there is a pinch?—A. I think there is a distinction there; it says 'terminal elevator,' and this is an eastern elevator.

Q. Does the board not have power to determine what is a terminal elevator?—A. Sure.

Q. You may be sailing in the same boat as the other gentlemen are?—A. That may be true; if the conditions that exist at that terminal are similar to the conditions at the terminal at Fort William, and if there is a similar interest to have it declared a terminal elevator, it might be.

Q. Would you consider it a reasonable proposition to the stockholder?—A. Similar conditions do not exist.

Q. Do you think it would be fair to these men, supposing we decided we would cut out that elevator?—A. The Goderich elevator has no country elevators feeding it and cannot have, it does not deal with the grain until it has passed through the country elevator and received its government certificate.

Q. It is the terminal of the lake route?—A. Not in that sense of the word; it is what they call a transfer.

Q. Is it not the terminal of the lake route, just as the other is the terminal of the water communication on the route. One of the terminals necessary to reach the sea-board?—A. Yes.

Hon. Mr. YOUNG.—Read section 123 carefully; 'No person owning, managing, operating, or otherwise interested in any public terminal elevator shall buy or sell grain or be interested in any other form of storage of grain.'

Would not the operation of that clause catch your people if they bought or sold grain without a country elevator combination behind them?—A. No, sir; the millers do not sell grain, they grind it.

Q. Don't they buy?—A. Yes; the Goderich elevator do not buy or sell grain.

Q. What different position would a man be in if he is a buyer if he makes flour or exports it? He is a buyer?—A. That may read that way, but I do not think that it is the intention. It may need amendment. But I would say that if you take sub-section 2 in connection with sub-section 1 the intent is very plain, and that is, it is not the intention to hamper in any way an elevator that is used in connection with the flour mills.

Q. Will you tell me why do you distinguish between the man who has a mill leaning up against his elevator and the man who has a mill one hundred miles away? Why is it right for the one to do that class of business and wrong for the other?—I am now distinguishing between millers?—A. I think that it is reasonable that where a man has his elevator located with his mill that he should have facilities to run his mill, and those facilities are provided by section 123, sub-section 2, where it says 'the Board shall make such regulations under the operation of that elevator as it may find necessary under the Act.' I anticipate the Board will make such regulations as it finds necessary for the regulation of the Goderich elevator; in the same way, if they saw fit, they could declare it a terminal.

Q. You are exposed to that danger?—A. Undoubtedly. If the Board in its wisdom thinks it should be declared a terminal, although on this side of the lakes, and not a terminal in any sense of the word, and is so provided for under another section of the Act, they could declare it a terminal, and I suppose declare the elevators at Winnipeg or Brandon terminals, if in their wisdom they saw fit to do so.

The CHAIRMAN.—Reading section 121 of this Act: 'In the following sections of this Act, from section 122 to section 149.' That is within the range of the section we are discussing: 'Both inclusive, unless the context otherwise requires, terminal elevator includes a public elevator in the eastern inspection division.'

Q. What does that mean if it is not terminal?—A. It is undoubtedly a terminal.

By Hon. Mr. Young:

Q. With reference to the prices at Minneapolis, you gave us the impression that wheat was worth at times two to three cents more a bushel at Minneapolis than after it went into the terminal elevator at Duluth?—A. I did not mention Duluth in that connection, but I said they paid two or three cents, an average of three cents a bushel for No. 1 Northern more before it went into the elevator than afterwards. But that was at Minneapolis. I did not mention Duluth.

Q. Well, in some elevators. Do you wish us to understand that it was of less value because it went into the elevator and because of the operations of the elevator?—A. That is what I have understood.

Q. Are you familiar enough with the Minneapolis market to tell us whether or not many of these premium cars, cars upon which premiums are paid, are sent to mills direct?—A. I have understood they bought direct.

Q. And the competition of these millers put a premium on this wheat generally, not the exporter?—A. Certainly, the buyer is right on the spot that can use it.

Q. You have given the key to the position when you say No. 1 Northern?—A. Yes.

Q. And therefore for that class of wheat a miller would be more apt to pay a premium inasmuch as it would go a long ways further in his hands?—A. Yes.

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Q. Then it was not because it went into the elevator that it was lower, but because of the competition of the millers which made it bring a higher price before being sent to the elevators?—A. Why did not the miller buy it out of the elevator at three cents less?

Q. One reason would strike me, that the operation of putting it in would cost something, and there would be storage on it?—A. Yes.

Q. And if he took it off the track there would be nothing to do except pass it on under orders?—A. That would account for part of it.

Q. Another thing, they would have the pick of the cars that were above the grade, line?—A. They never mention that part of it; they say No. 1 Northern, which is a generic term, and it is selling to-day at three cents over such-an-such a month.

Q. In that little chart which you prepared there, you show that there are cars which are above the line?—A. Yes.

Q. These cars above the line are the ones they pay a premium on?—A. No, I did not say so.

Q. As a practical business man, if you were in Minneapolis, is not that clear that you would pay a premium on these cars above the line?—A. As a matter of fact those are quoted under the sample market, not under the general term of No. 1 Northern.

Q. They are graded No. 1 Northern?—A. Yes, but that is not the way they are quoted. It would be said those were sold in the sample market at such prices. If you look in the sample market reports you will see No. 1 Northern selling at one price, and another three cents more—that is where perhaps what you say comes in, but when we get a quotation two or three times a day, one and a half cents, two and a half, and one and three quarters, and two cents above then that is the generic term.

Q. What would the grain shipped through Port Arthur and Fort William average to each terminal elevator, supposing it was divided up amongst them?—A. I do not quite catch the question.

The CHAIRMAN.—The question is this; the capacity of the terminals at Port Arthur is say twenty-five millions?—A. Yes.

Q. How many million bushels went through those the past year?—A. I think in round numbers somewhere about one hundred millions.

Hon. Mr. CAMPBELL.—One hundred and thirty-seven millions, so that if they were filled equal to five times while Goderich was filled equal to eight or ten times, that is really the question and answer?—A. In that connection, I might draw you attention to this fact, that the Grand Trunk Pacific elevator is not in operation, that is three million five hundred thousand bushels. The new elevator of the Consolidated people of a million was not in operation, that is four million five hundred thousand bushels; if you deduct those you will find the total runs just about the same as Goderich.

Mr. YOUNG.—Do you consider the rates at Fort William are higher than they should be?—A. I do.

Q. As a matter of information, how do they compare with the charges at Duluth?—A. They are very similar.

Q. I suppose that was the government justification for not disturbing them; was that the defence that was put up?—A. That was partially the defence; the main defence was the terminal elevators and terminals were valued at very high prices, and owing to the operation of the private elevators the grain that used to go to the Canadian Pacific Railway had been drawn off to the private elevators, and they were not getting it. They had their large elevators there and were getting through only as a matter of fact that year something like twenty-one million bushels, and their capacity was something about eight; they were getting only three times filled, and therefore they were not making the revenue they should have.

Mr. CAMPBELL.—If you get a car of grain through all rail, I understood you to say if you thought it was not up to standard you could have a survey?—A. Yes.

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Q. You would have to get the inspector in Toronto to draw samples of that grain and send the samples to Winnipeg to the chief inspector there, and he would decide?
—A. Yes.

Q. Or the Survey Board there?—A. Yes.

Q. But the inspector in Ontario could not do it?—A. No power at all.

Q. And unless the identity of the grain was preserved right through you could not have that?—A. No.

W. A. BLACK addressed the committee.

By the Chairman:

Q. You are a member of the Ogilvie Milling Company and you reside at Winnipeg and devote your time to the milling interests?—A. Yes. Anticipating Mr. Thompson would be present we had our memorandum printed, but he is not able to be here and I will read it.

The Ogilvie Flour Mills Co., Limited, desire to present a statement of their position and the effect upon their business of the amendments contained in the General Act respecting grain now before the Senate.

The present Company was established in 1902 under Dominion Letters Patent, taking over the long established business of the Ogilvies. It and its predecessors have for more than a hundred years carried on the business of dealers in grain and millers in flour and have also owned and operated mills for the manufacture of oat-meal, pot and pearl barley and corn products.

It owns and operates in the province of Manitoba and Saskatchewan 116 country elevators of a storage capacity of about 3,500,000 bushels, besides large elevators at Winnipeg, Fort William and Montreal, with a storage capacity of about three million bushels.

The company deals in stores, and forwards large quantities of grain, which are collected at other than their country elevators, quite 50 per cent of the grain handled by them through their Fort William terminal elevator coming from the outside sources. For their milling requirements the company is required large quantities of grain which does not come through their own country elevators and which is not handled through their own terminal elevators at Fort William. It owns and operates mills at Montreal, Fort William and Winnipeg. The aggregate milling capacity of the company is 15,000 barrels daily.

The elevator and mill at Fort William were completed in 1906 and these investments were entered upon at the solicitation of the residents of the town of Fort William, under a special agreement approved of by a by-law of the municipality and by the vote of the ratepayers, afterwards confirmed by an Act of the legislature of Ontario.

The Ogilvie Milling Company agreed to maintain a mill and elevator, and to operate the same in the town of Fort William.

The company's investment at Fort William exceeds \$1,000,000. First mortgage bonds have been issued by the company upon the Fort William elevator and mill, along with other properties to the extent of \$750,000.

The elevator constructed under the agreement with the town of Fort William was intended to be a terminal elevator and was built with a capacity far greater than that required for the purposes of the company in operating its flour mill at that point, the elevator having a capacity of 1,250,000 bushels, of which less than one-fourth would be ample for the requirements of the company in its milling business.

Under the provisions of the Grain Act as proposed (section 123 and 242a), the company's terminal elevator at Fort William would be practically confiscated.

It is true that there is a provision in section 123 purporting to exempt elevators in a position of the company's terminal elevator at Fort William in the words, 'This section shall not apply to any person who owns, manages, operates or is otherwise interested in any terminal elevator used or operated in connection with any flour mill situated at the same terminal point as such elevator.'

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While this section in its present form appears to exempt the company from the prohibition contained in section 123 as to its mill and elevator at Fort William, no provision is made permitting the company to carry on its business of dealing in grain elsewhere nor to operate its various mills at other points, both of which branches of the business of the company are distinctly prohibited in section 242a.

The company respectfully request that these clauses be struck out of the Bill for the reason herein set forth.

Mr. W. A. Black,

General Manager,
Ogilvie Flour Mills Company,
Western Division.

I regret that Mr. Thompson, the managing director of our company, has been prevented by illness from presenting our case to the committee. I have been a resident of Winnipeg since 1882, and since 1884 have been connected with the company, for some years past having had charge of all of their interests in the west. I may say that the Ogilvies were the pioneers in the northwestern grain business, making the first shipments out of the country in 1878, by way of the Red River to Fisher's Landing, by rail from there to Duluth, and so on to Montreal. They were the first in that country to build elevators and have now some 116. But on the basis of the average receipts per elevator, it would take about 350 to 400 to buy our requirements. About two-thirds of the wheat we grind we buy from farmers in carlots, either after it has been through a country elevator or shipped at a loading platform or from grain dealers. Our experience is that it is cheaper to buy grain from the dealer or farmer on cars than at our elevators in the country, owing to the competition being so keen that between losses on grade and high prices it really does not pay, but we are forced to have our elevators in order to carry reserve stocks for our western mills.

A very large proportion of wheat we ship to our eastern mills does not go through our terminal elevator at Fort William. During the past six years we have shipped to our Montreal mills over twenty-nine million bushels of wheat, only six and a half million of which passed through our own terminal, and something like twenty-two and a half million bushels through the other terminals at Port Arthur and Fort William, so that over seventy-five per cent of the wheat we have ground in our Montreal mills has passed through terminal elevators other than our own. Consequently, I think that we are in a position to speak with more than the average experience on the subject, as we are by far the largest actual users of Northwest wheat shipped from the head of the lakes, and, therefore, if anything, more interested than anyone else to see that the very best conditions prevail at these terminal points. We have been buyers of wheat during the period when mixing was allowed and since it was stopped, and I must say that we have been quite satisfied with what we have got under both conditions. During all these years we have never found it necessary to ask for a single survey of a cargo of wheat. I am a member of the Survey Board in Winnipeg, and have acted on a great many surveys (of carlots), but don't remember ever attending a single survey on a cargo shipment. Now this is our actual experience covering the entire period since wheat was first put through a terminal elevator at these points, and I certainly think it quite a remarkable record and reflects the greatest credit on those having charge of the inspection department at Fort William and Port Arthur. We reinspect all wheat in our offices at Winnipeg, including the government inspector's samples of the cargoes, and our own inspector tells me that there is no difference in the average of the grades as between what is shipped to our Winnipeg mills and what comes out of the terminal elevators at Fort William and Port Arthur and shipped to the Montreal mills.

A good deal has been said about mixing being done at Port Arthur and Fort William, and I think it unfortunate that an official statement of the matter has not

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been made, for there are a number of elevators, including our own, whose work and operations have never been questioned, and the way the matter has been written up and talked about, the impression is left that all of the elevators have been more or less guilty of irregular practices. Now, the fact is that there are eight large terminal elevator company at Fort William and Port Arthur. Three were fined for sending the Warehouse Commissioner incorrect returns. Personally, I really don't see what this incident has to do with mixing. The returns of receipts and shipments are made weekly to the commissioner who could know independently of any statement from the elevator, how much of each grade is on hand in each building and what difference, if any, there is in the grades on hand when the weigh-up is made at the end of the season, so that it seems to me that intentionally sending incorrect statements is something like an ostrich thinking itself unseen because it has hidden its head.

As a result of the weigh-up, one company was charged with mixing, but as both the charges made have been thrown out by the Court, so far there has been no conviction, and no evidence has been taken to enable the public to form a fair opinion. The estimates by measuring-up were proved to be quite wrong by the actual weigh-up. There has been quite a number of mistakes in binning and loading wheat that were the fault of the Government man in charge at the elevators, but it is quite impossible that it should be otherwise, and considering the volume of business and quick despatch given these are surprisingly small, and the fact that after using millions of bushels of wheat coming through all these elevators, we are entirely satisfied with the quality we have received, speaks volumes, I consider, for the way the business is handled.

In the period of twenty seven years covering the time that the Government had inspecting at Fort William in hand, it amounts to one hundred million bushels, of which we have not had one single survey.

By Hon. Mr. Campbell:

Q. What is that you say?—A. In twenty-seven years we have shipped to our mills approximately one hundred million bushels of wheat, and in all these shipments we have never had occasion to ask for a survey.

By Hon. Mr. Davis:

Q. Has the survey law been in force for twenty seven years?—A. I could not tell you. I have been a member of the company for a great many years, and Mr. Thompson preceded me for a great many years. We hear suggestions from some that the quality is not what it might be, and I would suggest that this committee get through the Department of Trade and Commerce a statement of the number of complaints that have been received, say, during the past five years on cargoes of wheat, the total quantity handled, how many surveys were held, and how many were in favour and against the original inspection. I think this will be a fair way of settling this point.

Now, gentlemen, I have given our views on this portion of the subject rather fully, for we feel that we ourselves, with others have been put in an unfair position by what has been said and the wide publicity given this subject. Our entire interest in the terminal elevator business is confined to the Ogilvie elevator at Fort William. No director or official of our company is in any way, shape or form interested in any other terminal elevator at these points, unless it may be indirectly by reason of some shareholder owning shares or bonds in the Canadian Pacific Railway Company or other railway companies. Nor am I aware of anyone interested in any one of the other terminal elevators having any stock in our company, so that I am speaking entirely on our own behalf.

We are operating under a license and under very heavy bonds, and are in every way in favour of making the penalties for misconduct so great as to put the temptation, if any, quite out of the question, but I submit, gentlemen, to confiscate our property as the clauses referred to will really mean, after having for years conducted

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our business to the satisfaction of our patrons, customers and the government officials in charge of this department, is not what we expect and hope to enjoy under the British flag. What have we done that we should be so treated? If there are any who have done wrong, let them suffer, but why penalize those who are innocent? We cannot now well separate the mill and elevator at Fort William even if we were able to sell the elevator (which I am quite positive we could not do with the clauses referred to remaining.)

Now, who is going to benefit by these two clauses, 123 and 242 (a). Not the farmer; his grain is inspected by the government. Not the railway; because what they want is the haul to the lake or seaboard all the way over their own line. The elevating is merely an incident. Divorce the interior and terminal elevators and what will result? The owner of the interior elevator, having no interest in the lake front terminals, will be quite indifferent as to how the wheat is shipped. It may go to Duluth or Minneapolis, as far as he is concerned. He sells the grain f.o.b., cars at point of shipment and does not care what becomes of it after that.

You listened to the gentleman from Minneapolis the other day, and were told that they owned 12,000,000 of storage in Duluth, 5,000,000 in Minneapolis, 2,000,000 in Chicago, and much more elsewhere. They had been asked by the Canadian Northern and Grand Trunk Pacific Railway to build country elevators along their lines. They agreed upon one condition, viz.: that they have the terminal elevators at the lake front as the country business was not in itself profitable. They also stated that they had a profitable business in the United States, both in buying and selling (handling as they did 80,000,000 bushels of cash grain a year) and in the terminal elevator business. Now, if they are to continue in both lines of profitable American business, they must give up entirely doing business of buyers and sellers of grain and terminal elevator operators, namely dispense of the terminal interests in Canada and of their country elevators in Canada. They would undoubtedly do the latter, they must sell, and I would imagine sell cheap. If they find a buyer for their country elevators, what would prevent them having an understanding from him that he ship his grain to their Duluth or Minneapolis terminals. It makes no difference to the buyer as he cannot himself be interested in any terminal elevator in Canada, and if he should happen to want to mix different grades of grain the adoption of these clauses would not prevent him from doing so there.

There are probably 1,200 or 1,300 elevators which would be affected in a similar manner. Who is going to benefit by this? Certainly not Canadian railways, canals, lake marine, lake and seaports, Canadian labour and business in general. Is this not a most serious matter?

The history of the Ogilvie business is the history of the Canadian grain trade and flour milling industry. During a period extending over one hundred years it has increased and expanded with the requirements of the country, starting first with a small mill on the banks of the St. Lawrence, it extended to Seaforth and Goderich, Fort William and Winnipeg, pioneers at all points, the first to lead in all directions until it is to-day the largest milling business in the British empire. A fair and an honest deal to all has been its policy. Years ago when it was necessary for farmers and others owning grain in country elevators to insure their own wheat, our Virden elevator was burnt, and while there was no liability on the part of our company, they paid the full value of the grain that was burnt, as those having stored grain neglected to place insurance upon it. Only a few years ago you will all remember we were unfortunate enough to have a serious accident to our Fort William elevator. It practically slid into the river and the entire contents were ruined. The Ogilvies were in no way legally responsible, but what did they do? Ask the farmers who had grain in it; ask the dealers who had grain in it; ask Mr. Flavell, the miller, who spoke to you the other day, who had grain in it; they will all tell you they were paid the full value in cash. Has the government inspector and warehouse commissioner found our elevator run in any way that is not legal and fair? No. Has

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any dealer, exporter or farmer complained that we have mixed or otherwise acted against the law? No. Then, why is the property of such a concern threatened with confiscation? Some seem to think clause 123 exempts us, but that is only so far as wheat required by the mills at that point is concerned, but the elevator, as it stands, is four times the size necessary for that purpose, and the cost of operating it for flour mill purposes alone would be so great as to make it quite impossible to operate solely in connection with the mills. We must get other business for it, and being buyers of grain and sellers of such grades as we ourselves cannot use, we are cut out by section (a) of clause 242. In buying wheat in the country we must, to help out the cost of running buy all grades of wheat and other grains offered. We only use the very highest grade of wheat and oats in the manufacture of our flour, rolled oats and oatmeal, the balance has to be sold. On this season's crop, we have sold to the highest bidder at Winnipeg several hundred thousand bushels of No. 3, 4, 5 and 6 wheat as well as a large amount of oats and barley. We do not export this grain ourselves, for the reason that we find that on the average we can do better by selling it on the Winnipeg market.

Exporting is a special business and has practically got to that stage that it might better be called freight brokerage, for at times one-quarter of a cent a bushel advantage in freights really means a profit or none at all. As to the advisability of permitting mixing, I would say that we prefer that it should not be allowed, but if the United States should remove the duty on wheat, I am positive we must, in self defence, permit it if we are to maintain some fair share of the trade through Canadian channels. I may say that Canada occupies a unique position in the matter of mixing. It is the only country in the world where it is against the law to do so.

Some questions were asked the other day as to the law in Minnesota. Before coming East, I wrote to the Secretary of the Minneapolis Chamber of Commerce, asking for this information, and he was good enough to refer my letter to Mr. Clauson, Secretary of the Minnesota Railway & Warehouse Commission, St. Paul, Minnesota, who, under date of March 17th, wrote in reference to mixing, that their Act (I quote his exact words):—

“Required public warehousemen at terminal points at request of any owner or consignee to receive for storage in separate or special bins any grain tendered by such owner or consignee and at his request to clean, mix or otherwise improve the condition or value of such grain for the benefit of such owner or consignee. That is construed to apply to any owner of grain which would include the warehousemen.

So that it will be seen that at Minneapolis and Duluth, at which points practically the whole spring wheat crop of the American Northwest is handled, mixing is legal and the owner of the wheat, be he farmer, grain dealer or terminal elevator owner, are all put on the same basis. If the duty is removed on Canadian wheat by the United States, the farmer and grain dealer could ship to those points and have what mixing he wanted done, while if he shipped to Fort William or Port Arthur under our law as at present, he could not. I understood that recently Senator Watson had expressed the opinion that the mills at Winnipeg and the East might select the choice cars of the different grades and have them sent to their mills. I may say that such is not the case. I know that it is not so with us and the Managers of the Lake of the Woods and Western Canada Flour Mills inform me that it is not so in their case either. It would be practically impossible to do so under present conditions, the cars being so short a time in the yards at Winnipeg that at times cars really go forward without grade, and the grades being sent on afterwards, and I believe in some cases have to be wired. Since the double tracking of the Canadian Pacific Railway grain goes from Winnipeg to Fort William in one-third the time it used to.

Some questions were asked yesterday about Government ownership of interior elevators. The Commission appointed by the Government of Manitoba to have charge of this business lately published their report for the season as follows:—

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Cost of elevators.	\$929,405 49
Grain handled bush.	3,354,100
Cost of operation without interest and depreciation..	\$ 54,218 97
Overage.. . . .	\$12,833 38
Shortage.. . . .	11,208 34
	<u>1,625 04</u>
Net cost.. . . .	\$ 52,593 93
Interest on cost at 5 per cent and depreciation at 3 per cent would amount to \$74,352.97.	
As they had only owned them about six months this would mean for six months interest and depreciation.. . . .	37,176 48
	<u>89,770 41</u>
Their net revenue was.. . . .	47,661 16
	<u>\$ 42,109 25</u>

The cost of buying 3,354,100 bushels was therefore \$89,770.41 or 2.87 cents per bushel. The rate fixed by the Manitoba Grain Act is 1¼c. per bushel, as an extreme charge, so that it has evidently cost the commission one cent more than they could legally charge for storage, including thirty days' cleaning and shipping. This loss has to come out of the general funds of the province.

The Saskatchewan government has lately enacted an Elevator Act, which is much more favourable to the community as a whole than the Manitoba Act, in that the losses if any involved will have to be paid by those who demand and use the elevators. They provide that those wanting an elevator at any point should themselves pay at least one-fourth of the cost of the building, the government advancing the remainder and taking a mortgage for the balance with interest.

The Honourable Mr. Campbell speaking on the subject of inspecting wheat, expressed the opinion that it could not well be inspected when it is going at the rate of 40,000 bushels per hour. In forming this opinion, I have thought it possible that he had lost sight of the fact that while such work is done at some of the very large houses with very large boats to load, such a quantity as he mentions would be delivered by at least four belt conveyors with a capacity of 10,000 bushels each per hour and a sampler can be placed, and is no doubt placed at each belt.

To sum up, the farmers has been legislated for and protected as no other class in the community. He is dealing with people who are under license and heavy bonds and cannot lose. He can use an elevator or not, as he sees fit, and has a decided advantage in the car supply over the elevator man. There is not one farmer in 500 who does not produce a carload of grain which he can ship himself. The few that do not can, and as a fact some do, combine and ship a car between two or more. We have had some cases where there were three different lots in one car. Under no circumstances is he forced to use the elevator, the railways being compelled by law to supply loading platforms at every station and siding and that 80 per cent of the wheat is shipped through country elevators is the best evidence that the big majority are not so dissatisfied as some would try to make us think. When the farmer ships his grain it is inspected by the government officials. If he is not satisfied, by a deposit of \$3 he can have it surveyed by the Survey Board. If the inspection is not sustained the amount is refunded to the farmer and a new certificate is issued for the corrected grade. His wheat is weighed by the Dominion government weighman and a further cheque is provided by the use of a device on the scale, printing on a ticket the exact figures of the weight, and these figures form a permanent record which can be checked at any time. The farmer can hold his wheat on the same terms of storage as any dealer

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can obtain a warehouse receipt and obtain an advance from his bank or any dealer, until he wants to sell. Should he so desire he can join with other farmers and form a grain buying or exporting company. In fact a number have done so. The elevators he ships to are under license and heavy bonds and under this Act subject to penalties and imprisonment if the provisions of the Act are not complied with. A staff of officials are there to watch and see that the Act is carried out. Last year arrangements were made with the railway and terminal elevators by which, without any extra cost whatever (no matter what line of railway he ships by) the farmer can have his grain taken in at any elevator he selects. There is absolutely no restriction upon him. Can he, in all fairness, I ask, demand any more? The terminal elevator owner is under obligations of various kinds. They have contracted with the towns where they are located to keep the elevators in operation, with power companies to take power for a term of years, only to be set aside by accident until repaired or rebuilt, have sold their bonds and shares to a confiding public. Now, the impression seems to prevail that all these elevators are a necessity and must be all used and therefore those companies which, under this Act, would be forced to sell, would find a ready purchaser. You may judge how erroneous this impression is from the following facts:—

The railways can hold their terminals, as they are exempted under this Act. The Canadian Pacific Railway Company own one elevator in Port Arthur and five elevators in Fort William, with a total storage capacity of 8,180,400 bushels, and a total daily unloading capacity of 700 cars, equal to 840,000 bushels. The Canadian Northern Railway Company own what is to-day the largest individual elevator in the world, located at Port Arthur, with a capacity of 7,000,000 bushels, with duplicate working houses having a daily unloading capacity of 400 cars, equal to 480,000 bushels. The Grand Trunk Pacific Railway Company own one elevator at Fort William with a capacity of 3,250,000 bushels (with foundation already in for very large extensions), the unloading capacity is 300 cars, equal to 360,000 bushels. The shipping out capacity of all these elevators is equal to their receiving capacity. You will note that the combined storage capacity of the railway companies' elevators is 18,430,400 bushels and their shipping and receiving capacity is 1,680,000 bushels daily. The total storage capacity of all terminals is 25,700,000 bushels, and these three railways can receive daily 1,680,000 bushels of grain and ship an equal quantity. With 300 working days in the year this would reach the enormous amount of 504,000,000 bushels. What absolute necessity is there, therefore, for the five other small terminal elevators owned by private companies which these railways would force to be closed.

As to storage, after the rush is over these railways would provide storage for 18,430,400 bushels, and the elevators west of Fort William for 59,167,300 more, making a total of 77,597,700 bushels—without calling upon the capacity of the private terminal elevators at the lake front, whose capacity is 7,269,600 bushels. Besides which there is what the farmers have in their granaries and other buildings at home, so that in no way are these few terminals an absolute necessity. They do, however, act as competitors to the larger interests—the railway companies—and by reason of their disadvantage as compared with the railways hauling the grain are forced to give a specially good service to their patrons to secure a share of the trade. I may say that the figures as to the storage capacity are taken from returns issued this year by the Department of Trade and Commerce.

From my point of view the principle embodied in section 123 and subsection (a) of section 242, namely, that no person or company interested in or carrying on the business of buying and selling grain or otherwise dealing in grain should be allowed to have an interest in or to own or operate a terminal elevator, is not a necessary part of the Grain Act, and it is not necessary to enact this legislation in order to secure the passing of grain through such terminal elevators without the grain being mixed or tampered with in any way, as completely and absolutely as if the elevators were owned and operated by the government. With the control of the loading into and out of the elevators in the hands of the government officers and inspectors, with

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the weighing and the grading of the grain in their hands, supplemented by the registration of certificates, both in and out, the control of the quantity and grade can be absolutely maintained.

During this afternoon a number of questions were asked and statements made in which we are intertested. The supposed cases that were referred to by Mr. Watts, with the chart, were all based on the supposition that the elevator man could take thirty cars, and by binning them in bins, separate the very choice from the lower or intermediate cars. Of course that is only possible by connivance with the Government officials, and I would not care to make that insinuation myself.

By Hon. Mr. Davis:

Q. He made the statement that there were seventeen men employed by the elevator people to one by the Government, and that one man could not watch seventeen?—A. Outside of the men who actually shovel the grain out of the cars into the elevator, I think we have seven men employed there.

Q. You have never been accused of mixing?—A. No, my recollection is that there are four or five government men there in the different departments. A man looking after the weighing in of the grain, a man superintending the binning, and the man who has charge of the weighing out. When they are shipping out they have a man in the basement where the bins are being drawn from to the conveyor which carries the grain away, to see that the proper bins are drawn from, and they usually have a man in the gallery, which conveys the grain from the elevator out to the vessel; if he is not there he is at the spout on the boat. Very often in addition to that the Deputy Inspector, Mr. Simes is on the boat. As the grain travels along these big wide ducts he takes a cupful, takes it over to the light to see that it is all right, and then that cupful is thrown into a pail, and at the end of that boat the whole of that pail full is mixed together and forms a sample of the entire cargo. That sample is taken to Mr. Gibbs, the Chief Inspector at Fort William, and is there and then inspected by the officer appointed for that purpose. A fourth of that sample is sent up to Mr. Horn's office, and in our case we always get a portion of that sample also. That is the sample I referred to as our Inspector checking over just the same as he checks over all the cars that belong to us, that are inspected. Reference was made to these samples from Liverpool. Last fall at the Board meeting Mr. McQuaig who is president of the Grain Growers Association of Manitoba, and subsequently Chairman of the Manitoba Grain Commission made reference to these cases that Mr. McKenzie spoke about yesterday, and it was then suggested that a full investigation should be made, because the statement is certainly a very serious one. If an entire cargo, the contents of one of these bins or shipments contained four per cent. of dirt, it would certainly be so very apparent, that no sort of mistake could excuse it. There are a great many different ways of sampling grain. You can take a sample of grain in a car which would not represent it at all, on account of the amount of dirt in it. Very often the last portion of the car loaded and very often the last portion of a cargo loaded is that way. They have met a great deal of this sort of trouble over on the other side with other parts of the world, and they have a public sampler who under the power of their rules draws a sample and certifies to its correctness. If that had been done I have no doubt that if the conditions existed as reported to Mr. McKenzie, the trouble could have been located. I know a few cases where the trouble was located. A shipment of No. 2 Northern to Liverpool, when it reached Liverpool was only 3 Northern. The consignee evidently did not think it was a hopeless task to get it rectified, and he wrote to the Department about it, and on tracing the shipment through they found the error was made in the Harbour Commissioner's elevator at Montreal, and that No. 3 Northern wheat had actually been loaded out instead of No. 2 and the matter was rectified. Another case of a Government elevator at St. John, the Intercolonial elevator there; there has been some wheat shipped from St. John to the west including Durham wheat. This shipment of wheat arrived on the

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other side, and it contained Durum wheat, which immediately indicated that it had not come from Manitoba, because we do not grow Durum wheat up there, although we can. The Government found out this error that happened in their elevator, and they settled with the consignees on the other side.

So that there is no use any one saying it is absolutely impossible to get any satisfaction. The Government themselves, when it is their mistake, make good, and they can force the elevators to do the same thing. Some gentleman was speaking about mixing in the United States. In January I was in New York about a week, and Mr. Gibbs of the firm of Gibbs & Robertson, the agents of the Grain Growers' Grain Co., told me it was a very common occurrence to see Durum wheat and even corn, a sprinkling of corn in shipments of grain that was shipped as Manitoba wheat, so that the bonding there does not seem to be very seriously watched. They told me there also that their habit was to bond in quantity and cargo. That is, they did not pay very much attention to the grade shipped out. If 100,000 bushels were received in the elevator at Buffalo, say by the steamer *Algonquin*, it would be put down as 100,000 bushels of wheat, ex the *Algonquin*. She might have perhaps several grades, but so long as the 100,000 bushels were shipped out, ex those bins from that cargo, the bond was released. Reference was made to loaning wheat at Fort William. I would not like to say absolutely that the government officials were perfectly aware that that was happening, but at the end of the season very often, when boats came there, and the insurance was very high, and the ice in the river, I know of a number of cases where wheat was loaned, where they took as their security the bills of lading of wheat that had been inspected and passed Winnipeg, consigned to the elevator that loaned the wheat; so that they were sure of getting it within a day or two. That habit, I believe, has been discontinued. Of course it was against the law, and it seems that for that reason the Consolidated were fined for doing this two years ago. Reference was made by Mr. Watts to Minneapolis prices. The quotation, I think, daily is made with respect to cash wheat; 1 Northern was selling one price, say a cent and a half to two cents or two and a half to three cents over the option; December or May, whatever it is. Of course the wheat on the cars there is worth more to the miller than it is in the elevator, irrespective of there being a possibility of any mixing at all. The cost of the elevator charge there is a cent and three-quarters a bushel for receiving, cleaning, handling and shipping out, and it does not matter whether it is just taken in and put right out, there would be the same charges, and there would be a switching charge, I do not know what it amounts to, but I know in our own case, Fort William, and Winnipeg for some time they charged 6-10ths of a cent a bushel, so the difference between a miller getting the car on the track and getting the wheat in the elevator would amount to about 2½ cents a bushel; so that that accounts for a large amount of this difference in price. I was very much surprised to hear Mr. Phippen and Mr. Watts describe very graphically the buying of wheat in the Winnipeg market by sample, this big table with tins on the table. There is no such thing in existence. There is not a single, solitary car sold in that manner and not a table of that kind. If that occurs it would have to be a sample market. I think he has in mind what he has seen in Minneapolis, where that is the practice. They have a sample market there, and every morning the dealers bring in their tins, and the buyers buy according to the samples, but in Winnipeg we have not had such a thing for 25 years. The dealer has absolutely nothing to do with that. The samples are drawn; they expect to get the list some time in advance of the arrival of the train, and they wire So-and-So from the west has reported from Portage la Prairie with so many cars of grain, and they meet that train, and they draw the samples from the cars. These people are carefully watching to see that the car has not been plugged. Then the door was sealed. He makes a note of how the car is loaded. Freight cars are always marked with grain lines. There will be a wheat line, an oat line and so on. He makes a note that this car is loaded to within 2 inches of the grain line, or 4 inches or whatever it happens to be. Then the door is closed

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and sealed, and he takes his sample over to the office. Very often they get a great deal in at night and the inspectors never sample the cars except in daylight, so that the railway companies will frequently remove those cars during the night and the inspections for it will be forwarded by the first mail, which, generally speaking would reach Fort William before the arrival of the cars and that has been the cause of some mistakes which I have known to have taken place. For instance the car would in some instances reach the elevator without a grade and they would telephone to the Inspector's office, Mr. Gibbs, 'Car so-and-so here, what is it?' They would look up the record and telephone back '2 Northern 3 per cent.' In some cases they reversed the cases, '3 Northern, 2 per cent,' and that has resulted in incorrect binning. Mr. McKenzie made a statement last night, I am sure in the best of faith, about a certain car of wheat consigned to the Grain Growers' Grain Company had got into our elevators.

Mr. MCKENZIE.—That was not the statement?—A. Then I have misunderstood you. Did you not say there was a car consigned to the Grain Growers' Grain Co., which had got into our grain elevator and for which M. Lanigan apologized?

Mr. MCKENZIE.—No; the statement was that cars consigned to Fort William were loaded into the Ogilvie Milling Co.'s elevator, and I made inquiries from Mr. Lanigan why, and he asked me to get him the number of the car so that he could investigate and he did investigate, and I read those two letters yesterday. I might further say that that is a pretty common practice.

A. That is quite possible. We certainly get a great many cars in that way, and very largely from the Grain Growers' Grain Co. The Grain Growers' Grain Co. write the agent at Fort William authorizing him to deliver to our elevator certain wheat, No. 1 and 2 Northern wheat, to go into our elevator, because we can afford to pay very often here a premium over the ordinary Fort William prices in order to avoid having to pay the switching charge.

Mr. MCKENZIE.—Wherever that is done there is no objection, when it was arranged there would be a premium paid for it, that is a car consigned to the Grain Growers' Grain Co., but this practice was not confined to that?—A. I assure you that is the case. We would not think of doing it without permission, and we have to file authority for doing it, but the procedure, after your incident, was changed; instead of the authority being largely the agent at Fort William the authority was to be required to be lodged with the general freight agent, who is the next man in charge to Mr. Lanigan; but that is a thing that is perfectly fair and square. There is no selecting of wheat about it. In the case of the Grain Growers' Co., sometimes we will buy 20 cars from them and we do not know what they are like and we don't know where they are to come from. They go down there and the first 20 cars are put in.

Mr. MCKENZIE.—That is a regular sale, but this is where no sale is made?—A. In no case do I know of anything of that kind.

Hon. Mr. YOUNG.—You have also similar arrangements with other people?—A. Yes, quite a number of the commission men do that. We do not care for the lower grades at all; on a crop like the present with frost in the 3 Northern, we do not use 3 Northern, and we find quite a difficulty at some period of the year to get cash wheat there in our own building at Fort William mill, particularly right after navigation is closed, when the elevators are pretty well cleaned out. Some one here hinted that our company might possibly be interested in collusion with these large American grain concerns. I would like to make a most emphatic statement in that respect. We have no interest in any way, shape or form in any grain company, Canadian, American or otherwise than is absolutely our own and operated under our own name, the one name; we have no subsidiary companies in any way, shape or form, we are not interested in any subsidiary company, nor in any other concern that is interested in flour milling, excepting the Seaforth Milling Co., which old mill the Ogilvies owned originally. It was sold to a concern up there who operated it under the name of

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the Seaforth Milling Co., and it has been left that way because they are milling almost entirely Ontario soft wheat flour.

Hon. Mr. YOUNG.—Mr. Watt made a statement with reference to your getting satisfactory results from the terminals; you certify to it you have had a long experience and very satisfactory results through getting grain at terminals?—A. Yes.

Hon. Mr. YOUNG.—I want to ask whether the Ogilvie Milling Co. got any preference in shipping out of their terminal elevators as against ordinary shippers; because if there is a preference shown by terminal elevator men the other shippers will be at a disadvantage?—A. We are certainly not aware of anything of the kind. We have never paid any one or offered them any inducement, in any manner, shape or form to do anything of the kind, and I do not know that we would get any better quality than any one else. I take it for granted that we just get the run of the elevator, just the same as an inspector would order for any other person. We do not know ourselves where the wheat is coming from. While we may have documents in one house the wheat may be shipped out of another; because of this system of endeavouring to load a boat out of one elevator; we may put the documents in five different houses for a cargo of wheat and the boat may be put, by the Clearing-house Association, to the Port Arthur elevator or the Consolidated elevator, or the western elevator of the Canadian Pacific Railway, and we have simply got to take whatever is put on there, as long as it grades properly.

Q. You take the same chance as any other shipper?—A. Yes. Mr. Watts, I think, thought that perhaps if shippers knew the wheat was coming to us, we having a better knowledge, and being more directly interested in getting a good quality than an ordinary dealer, who is trading on certificate; they might on that account be more careful in what they ship for us. I do not know, I would not like to say.

By Mr. Campbell:

Q. He made comparison between yourself and the receiver in the old country, who has no opportunity of inspecting, whereas you can immediately detect anything wrong, and you have the means of rectifying it. The receiver in the old country 3,000 miles away could not tell there was anything wrong until he got his wheat and then it will be too late to have it remedied.

A. I think every shipper is represented there. If he is not there himself to look after it he must of necessity appoint some one to look after him.

Q. He buys 50,000 bushels No. 1 Northern?—A. If he buys it delivered. If he buys on document he orders it forwarded himself, he has got to have some one there to represent him.

Q. Our exporters sell C.O.D., deliver 50,000 or 100,000 bushels No. 1 Northern?—A. The exporter in that case is the man who gets the cargo and he has a representative there who orders it out and looks after his document, and he can inspect the grain or anything else.

Q. He has a certificate; that is sufficient for him; he does not want to see it?—A. Some of them might.

Q. But not necessarily?—A. No, neither do we.

By Hon. Mr. Davis:

Q. You are employed by the Ogilvie Milling Company in Winnipeg?—A. Yes.

Q. Do you have very much to do with the terminals?—A. Yes, I have charge of everything west of Fort William.

Q. Do you visit the terminals often?—A. Yes.

Q. You made the statement that it was impossible to do any switching of grain in the different bins, or mixing, without collusion between the parties interested in the elevator and the government officials. Do you know that that was a very serious accusation to make?—A. I believe that is so, unless—well, we might broaden it a

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little by saying, 'or neglect,' because otherwise there should be no reason for anything of the kind.

Q. You are speaking now of your own elevator; are you seized with what goes on in the other elevators?—A. I do not know.

Q. Do you visit them?—A. Not the same; I have been in them quite frequently.

Q. How can you make that statement?—A. Because I know the conditions; there is not an elevator on the lake front that I have not been in several times.

Q. You have been doing a legitimate business in your own elevator; nothing has been proved against you and you are not in a position to make a statement of what has been done in other places?—A. Knowing the conditions that exist there, and the way we are looked after in our house, it is only natural to expect that they are looked after in the same way in the other houses.

Q. You make the statement that there were only a few men shovelling grain out of a car, in answer to a question that there were seventeen men employed in an elevator and one government official to watch them. Do you know of your own knowledge how many men are employed in the Empire from day to day?—A. Inspectors?

Q. No, the number of men employed by them from day to day?—A. I do not think they will employ proportionately any more than we do.

Q. Do you know?—A. They are good business men, and I know they would get just about as much work out of their men as we would, and the advantages are the same.

Q. It is a very serious charge to make against a government official. I suppose you are aware of that?—A. Personally, I do not believe the thing has been going on.

Q. You believe a certain number of gentlemen pleaded guilty to certain charges when they were not guilty?—A. In this one case, the Thunder Bay case, which the government brought up; and yet I would not like to express an opinion on the surveys. From what Mr. Watson read yesterday, it looks very suspicious certainly, but until this matter has been heard by the court, I should not like to say these people are guilty.

Q. Do you think it is possible for these people to mix grain or switch it from bin to bin in one of those other elevators without collusion of the officials?—A. Collusion or neglect.

Q. Could it be done at night when the inspectors were not there?—A. They do not allow us to run those elevators at night; you cannot run them without making considerable noise.

Q. They might make the noise without waking you up?—A. Well, under those conditions it is the duty of the department to have some man there as a watchman; I do not know but what they have.

Q. You do not think they have enough to watch them?—A. You say it might be done at night; if it is possible to do this at night and the government do not have a watchman at night, they should have a watchman; there was nothing to prevent it; it would cost \$2, and there is the interest of millions and millions of dollars at stake.

Q. You have practically made a statement that nothing could be done in the shape of mixing grain without collusion with the government officials?—A. Or neglect.

Q. You have added that to it?—A. Yes.

Q. You did not put that in your evidence the first time?—A. I will ask that it be put there.

You have made the statement that you lost on your grades out through the country; you have 116 elevators in operation?—A. Yes.

Q. Will you tell the Committee how much you lost in grades?—A. No, but I will tell you how you can get that information? You do not need to go very far. You can ask the Department of Trade and Commerce for the information. Every elevator owner in the country is required at the end of the season to furnish a sworn statement subject to penalties if not correct, showing the total number of each grade

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they buy and the total number of bushels of each grade that is inspected, and the variation one way or the other. You can get that information in Sir. Richard Cartwright's office, and you do not have to take any one's word as to whether they lost or gained. We have not made up our figures for this year. We made them up last year.

Q. You know you lost without making up your figures?—A. Yes, we have not made them up for this year, but we have made them up for a great many years, and there has not been a year that we have not lost grades.

Q. I was under the impression you would certainly know the number of grades you had lost in the past year?—A. We have a very large business, and the territory is very large too, from Fort William to Vancouver, 116 elevators to look after, three big mills, and one terminal elevator and an army of travellers, and I do not try to charge my mind with figures of this kind. If it is important that you should know that, I will telegraph to Winnipeg and get the information.

Q. You made the statement that the Manitoba Government had been operating a certain number of elevators?—A. Yes, sir.

Q. And you read out the statement showing that they had lost a large sum of money in the operation of these elevators. You also heard the statement made by one of the gentlemen here, Mr. Cago the other day, that they lost 24 per cent in grades?—A. Yes.

Q. And you also heard him make the statement that in losing grades they made money in these elevators?—A. I do not know that he said they made money on the interior elevators.

Q. Yes, he nods his head. As a practical man can you give me some idea; you have the case of one Co. handling a string of elevators with the loss of 24 per cent on grade who can make money when the Government elevators that are not buying grain, the Government do not buy grain and cannot lose grades, how does it come that the Government elevators lose money on the operation of the elevators?—A. I should say it is the difference between Government ownership and good, practical business ownership.

Q. You would not consider it was in manipulation?—A. No.

Q. You have more confidence in them than you have in the Government Officials?—A. I do not know about that part of it. Incompetence is not always dishonesty.

Q. There was something I wanted to ask you about; you alluded to the farmers being able to get all kinds of legislation, and how they did business, and so on, and you alluded to heavy bonds?—A. Yes.

Q. You heard the evidence the other day of a gentleman who with a stock company of \$200,000 was in possession of property belonging to other people of four and a half million dollars, and the bond was \$50,000. Do you consider that a heavy bond?—A. I do. I think it quite sufficient for the purpose, because apart from the bond the government have the security of the man's business. If they got a judgement against him they could execute it.

Q. They have only a lease of the elevator?—A. They have assets.

Q. Do you consider \$50,000 is sufficient?—A. I think it is. It is made up by the warehouse commissioner, on a certain basis, I believe, so much on the first \$25,000 and so much for each \$50,000 more, something of that kind. I got figuring this Bill out when I got it, and according to the way I read it, I found that there would be bonds required for about \$580,000 on our interior elevators, then I telephoned to Mr. Castle's department to know how to work it out. Mr. Castle was not there himself but his chief clerk told me that it was based on the total quantity, that is to say if you had one elevator the minimum charge was a bond of so much; if you had five or six the total capacity of that would govern at an advance for each \$50,000, it would increase so much.

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Q. You made the statement that on your 116 elevators that you operate you lost money in operating them?—A. I did not say that. I said we found that it would have paid us better to buy on the average from the dealer than to buy wheat ourselves, and the very fact we only buy so small a proportion of wheat through our elevators I think would bear that out, because if it was so very profitable we would require at least 350 elevators to supply our needs.

Q. You do not know whether you lose or make money, is that your statement?—A. No, we know by the average price, for instance to-day our habit is to divide our wheat into good and low grade wheat. We have to make a division of that wheat between the different mills and we require each mill to make its own separate showing, as we do not grind the lower grades. Every night our buyers where there is a telegraph office during the busy season are required to wire into us the total purchase under those headings so much good wheat and so much low grade and the average cost of it. The first thing in the morning a statement is put on my desk showing the average cost of good wheat, which is No. 1 and 2 Northern delivered at our elevators that day, and then the average freight on that wheat to Fort William, because it is not sufficient to know that that wheat cost 75 cents, where the rates vary from ten to twenty-five cents.

Q. I do not want to know all that; all I wanted was a straight answer to the question whether you made money out of them or not. Do you make anything out of your terminal elevator?—A. Yes.

Q. Make a good profit from that without mixing?—A. Yes.

Q. And do no mixing at all?—A. Yes, splendid; we are very much satisfied with it, and it has helped us out in this mill which was rather beyond our requirements at the time.

Q. Do you think, Mr. Black, that there are any more terminal facilities down at Fort William and Port Arthur than are required?—A. Very much more.

Q. Than will be required in the near future?—A. Yes.

Q. Is it not strange that people will put their money into an investment that is not good, these gentlemen's experience is a little different from ours. They say they have 90 per cent of the wheat that went to other elevators from their own house. There is 50 per cent of the wheat from our elevators that go to our own house. They are shipped there by farmers and dealers and many others, without our solicitation.

Q. As far as we can gather from the witnesses invariably every man has made the statement his elevator was paying?—A. Yes.

Q. Still you come along and tell us there is too much capacity there. How can the elevators be paying if there is too much capacity?—A. Because the larger elevators, the Canadian Pacific railway, have an enormous amount of storage that is not used at all.

Q. How was it that the wheat does not go there; is it on account of the cars being switched?—A. So many of the interior elevators are owned by people who have terminal elevators and some people, perhaps, think they would rather deal with me than with the Canadian Pacific railway, and they ship the wheat to me, or to one of these other private concerns.

Q. Then the system as it is in force at the present time, would practically interfering with the vested rights of the Canadian Pacific railway?—A. There is no vested rights; there is no exclusive right to any one to go into the terminal elevator business. While the Canadian Pacific railway may not have liked it they have told us frankly they did not care, one way or another. They are satisfied to have it go to some one else and they would rather have it that way, because they are more sure of getting the wheat consigned to Fort William. If the elevator shipper is also interested in Fort William he is more sure to send the wheat that way because otherwise he would not care whether it went to Duluth or St. Paul or Chicago.

Q. You have told us that your elevator 116 has only a small margin of what you handle and that most of the work that is done in your elevator comes from the outside?—A. Yes.

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Q. If that is true in your case, why if you divorced the source and cut off the interior elevators from the terminals would not the same thing take place in the other, would not they be as liable to get the trade as you?—A. They might, even on the 50 per cent proportion. If they got as much of private wheat as we have got. We have got it mainly because we have a mill there. Out of twenty-nine million shipped to Montreal only six and a half million was shipped through our own house. We use a lot of wheat at Fort William and mostly all the wheat that we grind in Fort William is wheat that comes from our own house.

By the Chairman:

Q. Have you any other statement?—A. Mr. Thompson read in this morning's 'Gazette' a statement that rather suggested that our company were in some sort of combine or conspiracy with these gentlemen from Minneapolis to control the grain trade and he feels very strongly on that subject and he wired me.

The CHAIRMAN.—I was going to put that telegram on the minutes at the close of your statement. The telegram is from F. W. Thompson the vice-president and manager of the Ogilvie Milling Company and is as follows:—'I would like the committee of the Senate to thoroughly understand that since we have been doing business in the Northwest our company have never been associated with any interior elevator companies or terminals other than our own, nor have we ever been parties to any combinations of the character indicated. On the contrary we have consistently maintained an absolutely independent position in all our business dealings throughout Canada and have always advocated the utmost freedom in the handling and disposing of wheat on the part of farmers. On general principals we are opposed to the mixing of wheat, but we think that this can be prevented by the imposing of sufficient penalties without confiscation, interference with vested rights or general or disorganization of grain business.'

Mr. DAVID HORN appeared before the committee and stated:—

On behalf of the Canadian Pacific Railway I desire to present the following statement to them:—

The Canadian Pacific Railway Company is the owner of what is known as a 'hospital elevator,' an elevator used for the cleaning and special treatment of rejected and damaged grain and which is equipped with special machinery for that purpose.

On the question of whether or not sections 123 and 242 of the Bill should be adopted, this company does not desire to express any opinion. If, however, they are adopted the company submits that they should be so amended as not to apply to a 'hospital elevator.' It sometimes happens that grain is so damaged as to be unsaleable and yet it may be re-ventilated by treatment in a 'hospital elevator.' This elevator company does not now and has never in the past bought this damaged grain, confining itself to cleaning or treating it for the owners and charging them for the services so performed, nor is it the intention, so long as present conditions continue, to make any change in its mode of carrying on its business. The company foresees, however, that conditions may change in the not distant future in such a way as to make it necessary that it should purchase damaged grain. In view of this and of the peculiar nature of the business done by a hospital elevator, the company submits that the owners of such an elevator should be free to purchase damaged grain. It is, moreover, a boon to the producer that he should have such a market open to him. In order to bring about this result the company submits that if the sections in question are to be adopted the Bill should be amended in the following respects:—

(z) 'Hospital elevator' includes an elevator or warehouse which is used for the cleaning or other special treatment of rejected or damaged grain, and which is equipped with special machinery for that purpose.

Section 123, line 2, after 'elevator,' insert 'other than a hospital elevator.'

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Section 22, clause (a), line 2, after 'elevator,' insert 'other than a hospital elevator.'

The committee then adjourned to Tuesday, March 27, at 11 a.m.

OTTAWA, March 28, 1911.

The committee met at 11 a.m.

Hon. Mr. Jones in the chair.

The CHAIRMAN.—The committee are ready to receive further evidence. If there are any gentlemen present who desire to be heard and have not yet been heard before the committee, we will hear them now.

Mr. CONMEE, M.P.—There are some gentlemen here from Port Arthur and Fort William.

Hon. Mr. TALBOT.—Do they belong to any organization? If so, one of them might represent all.

Mr. CONMEE.—The president of the Port Arthur Board of Trade, the mayor of Fort William and the mayor of Port Arthur are here.

S. C. Young, Mayor of Fort Wililam, said:—

I have been requested by the City Council and the Board of Trade to appear before you here with a view to putting forth their views on the question of how this Bill will affect the interests of the two cities. Of course, you are all familiar with conditions there. Port Arthur and Fort William are the headquarters in Canada for the grain of the west, and anything that is prejudicial to that trade necessarily affects Fort William and Port Arthur more than it does any other point in Canada. For that reason, I was requested to come here and endeavour as far as possible to influence the committee to correct certain clauses in the new Bill as they affect our interests. We have, besides the regular public elevators, a number of private elevators, owned by private parties. The ones I wish to speak about more particularly are elevators built and equipped with the object of separating and treating grains that are mixed and damaged. They separate grains that have become mixed in one lot. These elevators are small; I believe the largest of them has a capacity of only 125,000 bushels, that is providing every inch of space in the building is taken up. Consequently they are not in a position to carry on the business of public warehousemen.

The CHAIRMAN.—How many of these elevators are there?

Mr. YOUNG.—There are two in Fort William and two in Port Arthur.

Hon. Mr. TALBOT.—Are these what are called hospital elevators?

Mr. YOUNG.—Yes, these are furnished with machinery for separating grain. Take, for instance, wheat that is mixed with barley; by means of this machinery it can be absolutely separated. It cannot be done by any ordinary elevator. They have specially designed machinery for the purpose. In addition to that, they treat grain that is wet and damaged, making it a merchantable commodity. Smutty grain they clean. If this Bill goes through in its present condition, as far as we see, it practically puts these people out of business. These men I know have invested every dollar they have in the world in these houses, and it is for them I wish particularly to appeal to this committee. They are not in a position, never will be in a position to do a public warehousing business. As far as other elevators are concerned, we hope the new Bill when completed and passed, that whatever is done the interests of Canada, and particularly the interests of Fort William, which are the interests of Canada, shall be preserved, that is, will be put on as sound and fair a basis as say Duluth, which is our nearest United States competitor. I understand that they are allowed to take grain over there from Canada and blend or mix it in any way they see fit,

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and send it forward on the American standard, which I understand is not as high as the Canadian standard, but still is a standard well-known. It is a standard that has been established and maintained for a good many years, and I suppose is better known than the standard grades of Canada. We feel it would be prejudicial to our interests if they were allowed to carry on a blending business, mixing and sending grain forward on the American standard. We feel that it might have a tendency to divert a great deal of our grain to the United States which would be detrimental to the interests of Fort William and Port Arthur.

By the Hon. Mr. Davis:

Q. Hospital elevators that you are speaking about are the ones that you are particularly interested in?—A. I know probably more about those particular houses than I do about the others. I have taken the trouble to look very carefully into the methods used there, and the quality and the kind of grains that they treat.

Q. The people who are operating those elevators are not operating internal elevators?—A. No, I understand they buy all their grain in the west; car load lots. And they buy all classes of damaged grain. As a measure for the protection of the western farmer I would think that the more of these elevators we have, whether at the head of the lake or some other point, the better it is for them. On account of their ability to separate and treat these grains, they can pay larger prices to the farmer for the grain.

Q. They buy no standard grades at all?—A. They buy some standard grades.

Q. One, two and three?—A. I presume they buy a certain amount of that on their own account.

Q. Is it for the purpose of mixing with this other stuff they treat?—A. As far as possible they try to keep their house going to the full capacity. It is sometimes necessary, I presume, to buy grain on their own account. That is where the clauses prohibiting the owner of an elevator to buy grain on his own account would hit him very hard.

Q. You concede that the standard on the other side is not as high as ours. How does their No. 1 compare with our No. 1?—A. I could not say as to that. I believe it is considerably higher in Canada.

By Hon. Mr. Talbot:

Q. Do you know how the prices compare in the two places?—A. I believe the Canadian grains bring a little higher price.

By the Hon. Mr. Davis:

Q. A little higher grade and a higher price?—A. Yes.

Q. You do not know what the difference is?—A. No, I do not know the difference.

Q. No. 2 here would be considered No. 1 there?—A. I think about on that ratio.

By the Hon. Mr. Lougheed:

Q. Would not your conclusion be that the system of inspection should be the same in both countries? If reciprocity comes into operation, Fort William should not be handicapped by a system that would not be enforced in Duluth?—A. I think it would be a great mistake for Canada to undertake the proposition of having a standard for grain recognized on both sides of the line. Take, for instance, the matter of the difference between Fort William, Port Arthur and Duluth. The railway haul to Duluth is 70 miles shorter than it is to Fort William and Port Arthur from Winnipeg.

Q. How do you propose to solve the problem, by the adoption of what kind of a system?—A. I would like to see the private owned houses allowed to continue to do business as they have been in the past.

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Q. That is by terminal elevators?—A. The hospital elevators, and I suppose you would have to carry it on further and allow the owners of private elevators to buy and sell grain on their own account.

Q. Practically the continuance of the system as is at present obtains?—A. Yes.

By the Chairman:

Q. From what you have said, they are not necessarily hospital elevators, because the owners buy some grain from grade as well as grains that need to go into a hospital elevator.

Q. Do the committee understand from you that they are really what should be termed private elevators, equipped for hospital work, rather than exclusively hospital elevators?—A. The purpose for which the elevators were built was strictly for hospital work, at the same time taking one year with another there is more damaged grain one year than the next and the owners of the house would necessarily have to buy graded grain the year when there was not very much damaged grain. They have to buy oats and bag them. They do a great amount of that. They buy oats and bag them and sell them to contractors, and they ship them east. They do this for the sole purpose of keeping their elevator busy. They take no grain whatever for storage. They are not equipped for that purpose.

By the Hon. Mr. Davis:

Q. You say that you like to see the people in the grain business in Fort William allowed to do it in the way they have been doing. In what way will that interest your town? How will that effect you?—A. I would say in answer to that, if the laws were made so strict that it was difficult to operate in Canada, it would be quite possible for these people to operate through Duluth.

By the Hon. Mr. Talbot:

Q. It would be quite possible for one of these hospital elevators to buy 10,000 bushels of damaged wheat, bleached or something of that kind, and then buy a high class of No. 1 and mix the 10,000 bushels with it; if they had enough of the good No. 1, they could make the whole No. 1?—A. Or make the whole No. 2.

Q. They could possibly make the whole No. 1?—A. It would have to be inspected out, and receive the certificate set by the government.

Q. It would be possible to make that all No. 1?—A. If the standard of the grain they treated was high enough, they might.

By the Hon. Mr. Davis:

Q. Supposing the law was carried out as it now stands, and they were not allowed mixing, how would the change in this Act affect the people in Fort William?—A. If the restrictions are put on the elevating and handling of wheat at Fort William, it makes it difficult to operate there.

Q. What do you call difficult to operate? Do you mean that we are interfering with these men in mixing grain?—A. I am not here in the interest of mixing grain at all.

Q. I want your opinion on that?—A. If I have to give you my opinion, I will have to give you my private opinion.

Q. What is your private opinion?—A. I see no reason why the blending of grain should not be permitted. That is my personal view, that no obstacle should be put in the way of allowing any owner or elevator, or any party dealing in grain, from blending their grain; provided the standard set by the government is maintained. That is, the outgoing shipment must come up to the standard. Set your standard and then see that the standards are maintained when the wheat is shipped abroad. You get a more uniform grain that way than you would from shipping it any other way.

Q. If the law is adhered to and carried out as it stands to-day on the statute-book, it would not interfere; the inserting of these two clauses in the present Act, would not interfere with Fort William at all?—A. If the Bill is amended to take care of the elevators that are there now or may be built in the future; then I say there would not be any great danger.

By the Hon. Mr. Power:

Q. That just means the striking out of these proposed clauses?—A. Yes.

By the Hon. Mr. Davis:

Q. I cannot see how the striking out of these clauses is going to affect Fort William?—A. I have stated that?

Q. If you are in favour of mixing, you might as well come out and say so?—A. I have said that privately, I am not sent here to advocate it at all.

Q. Do you think the United States wheat grade No. 1, would bring as much money as our grade No. 1?—A. Our grades are sold on their own standards. It does not necessarily follow that their grade should be anything near like ours; we sell our own standards.

By the Hon. Mr. Power:

Q. As I understand, you think that the grain should be inspected on being put into the terminal elevator at Fort William?—A. Yes, sir.

Q. If that is done, is the price which the farmer receives for the grain affected by anything which happens afterwards?—A. The grain is first inspected at the point of shipment, and then is reinspected at Fort William and put into the elevators, and then again when it is shipped out it is reinspected.

Q. Is the farmer affected by anything that takes place after the grain has been inspected into the elevator at Fort William?—A. Not that I know of.

Q. You felt that the inserting of these clauses 123 and 242 in the Act, would be to handicap Fort William and Port Arthur in competition with Duluth?—A. I think it would; and, besides that, it would work a very serious hardship on private interests there.

Q. Are you interested in the grain business?—A. I will say for the benefit of the committee that I have not a dollar invested in grain or grain elevators.

Q. As a resident of Fort William, and mayor of the town, you are necessarily more or less familiar with the grain business?—A. Yes, I have been there twenty years, and I have watched the progress of elevator construction there since 1885 and have been very closely associated with elevator men. I have taken considerable interest in the work.

Q. You have been looking on as a party disinterested and on the other hand interested in the welfare of Fort William. I should like to know what your experience has been with respect to the men who have been conducting these elevators. Have the farmers, as far as you know, had any substantial reason to complain of the treatment they have received at the elevators?—A. I could not answer that; I do not know of any specific case where any injustice has been done.

By the Hon. Mr. Power:

Q. Your feeling, as I gather, is that when the grain is inspected into the terminal elevator, then the western farmer gets his price. He does not follow the grain beyond that?—A. No. There may be some cases where a large farming interest would export. I have never heard of any, but it is possible.

Q. Then the farmer would not be materially affected by anything that took place afterwards. How would the farmer's interest be affected if practically all these terminal elevators, owned by private companies or individuals, were put out of business?—A. It would be a very serious blow, not only to Fort William, but to the farmers in the west. It would be a very serious handicap to them, because they would have

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absolutely no place to send grain that required treatment. It would be like a city without a hospital.

Hon. Mr. DOUGLAS.—Could they not feed it to the hogs?

Mr. YOUNG.—They take the grain that is damaged—bid for it on the market and treat the grain, making a good staple article out of it.

By the Hon. Mr. Power:

Q. But apart from that, take the ordinary grain, not the grain that goes into the hospital elevator, suppose these private elevators were put out of business by the operation of clause 123, what would the affect be on the farmer?—A. It would leave him without any possible means of having his grain treated.

Q. I am not speaking of hospital grain?—A. The grain that has been damaged by wet and smut and everything of that character would be a loss to him. There would be no sale for it. You could not mix it with the standard grain. You would have to turn it, as the gentleman remarked, into hog feed.

By the Hon. Mr. Douglas:

Q. Am I right in understanding you to say that there are only four of these elevators at Fort William and Port Arthur?—A. Only four at present.

Q. That would not be a calamity if they were wiped out?—A. If they were wiped out, it would be not only a considerable loss to the city, but an unnecessary loss to private owners.

Q. Do you know that the farmers' interest is intimately connected with the interest of the country for the coming year and for the future, and is absolutely dependent upon the condition upon which his grain reaches the foreign market?—A. I quite agree with that.

Q. That is the point he is interested in, and must be interested in as long as he is a grain producer, so it will not do to leave the farmer out when he has got his cash for his wheat?—A. No; I should think it would be the first wish of every Canadian to have a high standard for our grain and maintain it right through.

By the Hon. Mr. Davis:

Q. How do you propose to do that if you allow the grain to be mixed?—A. I suppose the government, in their wisdom, could enact some law.

Q. That is exactly what we are trying to do; but in answer to Mr. Power's question, trying to find out if the farmer was going to be injured when his grain was mixed after he had sold it, you said it did not make much difference to the farmer what was done?—A. I did not say it did not make any difference. I am in favour of having a high standard for your grain and maintaining it right through.

Q. Do you think that is possible if you allow people to go on mixing the grain?—A. I do not see any reason why it could not be done. Take tea as an example; you could take several high standard teas and blend them together, which is done, and still have a high standard of tea.

Q. I have blended tea myself, and I know something about it. If you put in two good qualities and then put in an ordinary lot of cheap tea, do you think that would keep up the standard of that tea?—A. I would answer that by saying your inspection would be at fault if you were permitted to put in a lot of inferior tea. Your standard should be high enough to prevent inferior grain going into any blend you could make.

Q. Supposing you were producing an article, and that it is a good article, and you have a brand upon it showing it is a good article; do you think if that is interfered with by mixing something else with it before it gets to the market so that it is deteriorated in quality, that that would be for your benefit?—A. That would be some specific article of manufacture.

Q. Wheat is the same?—A. No, wheat is different. Wheat is produced from the soil; it is not manufactured.

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Q. Then you think the farmer has no interest in keeping up the standard of grain in the English market?—A. I am glad to see that the farmer is taking an interest in the subject.

By the Hon. Mr. Talbot:

Q. You say that the standard of Canadian wheat is somewhat higher than the United States standard?—A. I am told so.

Q. You also say that you would like to see our standards equal to those of Duluth?—A. I would like to see them better than the Duluth standard in every way.

Q. You told Senator Power a few minutes ago that you did not see how the farmer could be injured in this way. Let us suppose the case of a large field of wheat, part of which is threshed and part is not threshed, when a snow storm comes on, as we often have in the west, and the unthreshed portion is bleached. Do you know what difference in price there would be between the bleached wheat and that which has not been damaged by moisture?—A. It would be probably a difference in price of several cents.

Q. Now, suppose your hospital buys up a large quantity of undamaged wheat, and say it grades a high standard, No. 2. You buy then a certain quantity of the damaged or bleached wheat and bring it into your elevator and mix the two, and it would be quite possible for you to make No. 2 of the whole of that wheat, is the farmer not injured?—A. I would say in answer to that, if you had a number of these houses for the treatment of grain you would have competition whereby the farmer—

Q. I want you to answer me; would not the farmer be injured in that specific case?—A. I wish to prove to you that where there is competition enough for that kind of grain he would get a higher price for it than the standard called for.

Q. He would not be cut down the several cents you mentioned a few minutes ago?—A. I think not.

By Hon. Mr. Campbell:

Q. I think the committee recognize the fact that hospital elevators are a necessity under proper regulations. I do not understand where hospital elevators are interfered with in this Bill?—A. They are prohibited from buying or selling any grain, which practically puts them out of business. Just to illustrate that: they take in, for instance, barley that has been rejected on account of having wheat in it. No farmer in the country can separate wheat from barley. The barley is good for malt with the wheat extracted, but they cannot use it for that purpose with the wheat in it. They have specially constructed machinery for taking that out. In the course of time they will accumulate a quantity of wheat, enough to be passed on by the government inspector, and afterwards ask for a certificate for that wheat.

Q. If the farmer did not have the facilities for the treatment of that wheat, he would have to take feed price for it?—A. Yes.

By the Hon. Mr. Campbell:

Q. As those elevators are there, and a certain class of grain is coming there every year, it would have to go through the elevators whether you bought it or not. What is the difference between some other person buying the grain or you buying and treating it yourself?—A. The owners of the elevators have buyers through the country on the lookout for grain that is damaged. Very often it comes to open competition, and the more of these elevators the more competition you get, and the higher price the farmer will get for these low grades of wheat.

Q. But supposing the people out in the country are still growing that kind of wheat, they will not throw it away; they will sell it to you to be treated?—A. Yes.

Q. And your elevator would still be working?—A. In that case you would be dependent on very limited patronage, because you might run along for some weeks and not get any grain for treatment; whereas if you have a right to buy it you can keep your house busy at all times.

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Q. My point of view is this: If there is a certain amount of that grain in the west and it has to be treated—the farmers understand all about the situation—it does not make any difference whether one man buys and pays for it or you get it and treat it?—A. I would answer that by saying that very often a farmer ships out a carload of grain not knowing it going to be rejected, and he does not discover this until it is inspected, and then he finds out he has a car that he cannot send forward to the terminal elevator.

Q. Will not his agent notify him of that and ask if it should not be sent to the hospital elevator?—A. He might. He might send it to Duluth to have it treated.

By the Hon. Mr. Young:

Q. You are no relation of mine, although your name is the same as mine?—A. No.

Q. You are pressing the interest of the hospital elevators here?—A. Particularly.

Q. There is one point I understand you wish to impress the committee with, and it is that these elevators have not capacity for storage?—A. That is absolutely correct.

Q. And the law compels them, if they become public elevators, to store all grain offered them?—A. Yes.

Q. That is one of the complaints you make—that it has only capacity for hospital treatment, and they should be relieved of being obliged to store all grain offered them?—A. Yes.

Q. Another point you object to arises under clause 92 of the Bill:

'All grain shipped for eastern points from any terminal or public elevator within the division shall be shipped only as graded into such elevators by the inspecting officers.'

A. That feature would put them out of business altogether.

Q. Is it not a fact that grain is sent to your elevators graded as rejected for one cause or another?—A. Yes.

Q. And under this clause it would have to go out at the same grade as it went in?—A. Yes.

Q. Although you may have improved it by your treatment? For instance, oats and wheat mixed together are taken into your elevator; you separate them by your treatment and remove the necessity for the word 'rejected,' making a half car, say, of wheat and a half car of oats, yet, because it is graded in as rejected, the law says it must be graded out as rejected?—A. Yes.

Q. And, therefore, that is another feature you wish to urge in favour of the hospital elevator?—A. Yes.

Q. You mentioned that there are four of these elevators, do you include the C.P.R. elevator in those four?—A. Yes; what is known as the King's elevator. The Ogilvie elevator is not a hospital elevator; they treat grain only for their own purpose—that is, they have the regular machinery in their flour mill for the treatment of grain.

Q. These are two points that you wish to urge on the consideration of the committee?—A. Yes, particularly.

Q. And you wish to urge that the terminal elevator man should have the privilege of buying such kinds of grain and handling it on his own account?—A. Yes.

By the Hon. Mr. Douglas:

Q. The Ogilvie evidence was to the effect that they ground the higher grades?—A. I do not wish to be quoted as giving any evidence on account of the Ogilvie elevator only as applied to their handling of grain. I do not know anything about their flour milling business at all.

By the Hon. Mr. Davis:

Q. With reference to the storage clause, you were asked a question by Senator Young, and you said that these elevators had no capacity for the storage of grain?

—A. I meant that the storage was limited.

Q. Do I understand you to say that they would not take anybody's grain for treatment?—A. For treatment, they would.

Q. You would have to come under the Act as a storage elevator?—A. The King's elevator takes in custom work.

Q. Do any of the rest of them take in custom work?—A. I think not. I think they buy their grain and treat it.

Q. Then they would be in a position to go to the farmer and say, 'We cannot take this grain'?—A. I have not heard of any such case.

Q. They could take the position that while it was worth something to them, it was not worth anything to anybody else?—A. The farmers understand. I have been a farmer myself in the west, and I do not think any buyer would get off with a scheme of that kind.

Q. But if you did not store grain, that would be one effect of it, would it not?

The CHAIRMAN.—You do not need to answer any question if you do not wish to do so.

A. I would not say so.

Q. He would give the full price of it, although you had no means of treating it?—A. It is a matter between the purchaser and the farmer.

Q. But if you could not get it treated?—A. But he can. I understand the King's elevator at Port Arthur will take grain and treat it and also store it.

Q. But the other elevators do not?—A. They are just small houses. They have not the capacity to store it.

By the Hon. Mr. Young:

Q. As a matter of fact, if I filled up one of your hospital elevators, equipped with this special machinery, say with 125,000 bushels of wheat, and they were obliged to hold it, they could not turn a wheel?—A. It would put them absolutely out of business, because I have figured out that they could not make running expenses and interest on their investment.

By the Hon. Mr. Davis:

Q. Do you know that they all do custom work at the present time?—A. I could not answer that; I do not know.

Q. What do they charge for treating this grain?—A. I think King's elevator have a regular schedule.

Q. Are they obliged to move it out in a certain time?—A. I do not know.

Q. If I sent in 100,000 bushels and left it there, it would put the elevator out of business?—A. King's elevator have quite a capacity; the smaller ones would be filled up.

Q. I was wondering whether there was some condition that the grain should not be left there long?—A. I just want to say one other thing. The city of Fort William would like to see provisions in the Act so that private enterprises can go on building elevators and handling grain at Fort William and Port Arthur. We hope, when you get your Bill framed up, that that will be the case; that not only the elevators that are there now will be protected, but that we will be able to put up other houses and carry on the grain business.

By the Chairman:

Q. Would it, in your opinion, help the situation if these hospital elevators could sell grain, after being treated, on sample?—A. I am not sufficiently familiar with the working of the houses to know whether that would be satisfactory or not.

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By the Hon. Mr. Young:

Q. What you want is to have it inspected out?—A. Yes.

By the Hon. Mr. McHugh:

Q. In the event of a quantity of low grade grain arriving at Port Arthur or Fort William, knocked down on account of some slight deficiency in the standard, and an equal quantity of a very high grade. Supposing a blending of these grades took place, and they were turned out fully up to the government standard, would the price of the grain not be considerably increased to the Northwest? Does the privilege of blending in that way not increase the value of the crop in the Northwest to a very material extent?—A. I should think it would open up a larger competitive value for the different grades of wheat.

By the Hon. Mr. Talbot:

Q. Do you know how many elevator companies are operating at Fort William?—
A. The C.P.R. have a number; we will say there are 12.

Q. Are you aware of the fact that these terminal elevators all charge the same rate?—A. I believe they do.

Q. That shows there is no competition?—A. I think that is covered.

Q. At the same time, storage rates at Duluth and other United States ports are much lower?—A. I could not answer that.

Mr. SHERLEY OGILVIE.—I would like to state that in so far as the reference made to the Ogilvie terminal at Fort William, our terminal there is not a hospital elevator; it is a regular terminal elevator.

By the Hon. Mr. Douglas:

Q. Is it not a fact that you have all the machinery there to do the same work that these hospital elevators do?—A. No, sir.

By the Hon. Mr. Young:

Q. In your mill you have machinery to properly take care of the high grades?—
A. We have machinery to run our business in the most advantageous way possible.

Mr. E. R. WAYLAND, a member of the Fort William Board of Trade:

I represent the Fort William Board of Trade. There was a special committee appointed by the board of trade as a grain committee. We naturally, at the head of the lakes and being a terminal point, take a great interest in the movement of grain. Personally, I am in the grain business, have been an exporter of grain and an agent for exporters. I ship a very large quantity of wheat. I have been in the trade there for nearly fifteen years. Before that I was a farmer in the west for eight years. I think I have a pretty good knowledge of the trade. I have a knowledge from the farmer's standpoint and from handling the grain as well, and from the Fort William standpoint and from the private elevator standpoint as well as the terminal elevator and the hospital elevator. I was with the late Mr. King for some years. I worked for him as what is known as a 'kicker' on the track; that is, partly inspector. If he considers the grade is not correct, he makes a kick and has it resurveyed, and, if necessary, has it sent to the hospital.

In reference to clause 122; the private elevators are equipped with the most modern machinery for handling off-grade wheat; the terminal elevator has not these facilities. The hospital elevator is able to separate the wheat in the most efficient manner, and they are able to pay a great deal more for the rejected than the representatives of the terminal houses who have country houses could pay. I know that a few years ago it was not an uncommon thing to pay out 14, 15 and 16 cents a bushel for wheat rejected for oats or barley, and the same thing applied to smutty wheats. I am speaking now of wheats rejected for seeds. The increased competition has reduced this spread from 14 to 18 to from 5 to 7 cents, which you must

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admit is due to the modern machinery by which the grains can be separated, and that goes to show what the private house has done, and what a benefit it is to the west. They buy the wheats for their own house and store for no one. I am speaking of the two private houses in Fort William owned by Black & Company and Davidson & Smith. The National, in Port Arthur, buys and takes in wheat, I understand, only belonging to them.

The King elevator, owned by the C.P.R., is a general hospital. Muirhead & Black elevator is equipped for hospital work, drying and cleaning. We think that in clause 122 there is no provision made for a private house, and we think that provision should be made and that they should be protected. We recognize that if reciprocity passes a new element will be introduced into the grain trade, a new element of competition; and we, as citizens of Fort William, as well as you gentlemen here, feel that it is necessary for us to keep our wheat and grain in Canadian channels as much as possible, and if you do not allow a private elevator to exist, and if you do not eliminate some of the obnoxious clauses in this Bill, it will paralyse the trade as far as the private house is concerned, and put us to great disadvantage. I have no interest in private houses in Fort William or Port Arthur. I am a partial owner of an elevator at the Bay port. I have stock in it. I do not wish to be classed as a criminal, and under that Act I certainly am. I ask, in all fairness, that these clauses be reconsidered. You have a provision in the Bill which allows any farmer or grain man the privilege of leasing a private bin. The Board of Trade at Fort William considered this very thoroughly. There are a great many men who have grown up with this city and who understand the grain business, and they consider that if anybody is allowed—this is perfectly fair—to lease a private bin, they should have the privilege of having the wheat inspected out under statutory standards. The question has been asked if that would advance the price of wheat. Speaking from a good deal of experience, I maintain that it will. Our standard to-day is very high. We are not making any kick about that. Our No. 1 standard is very high. In fact, this year wheat has run from three to four pounds over the standards. The old country man does not buy your wheat on a 64 or 63 lbs. to the bushel. He buys it as 60 lbs. to the bushel. That is No. 1 Northern. He buys it on the standard that Mr. Horn and Mr. Gibbs send to the old country market to represent No. 1 Northern. If they get wheat higher than that standard, we get no benefit from that. That is an absolute fact, and any gentleman who has been in the export business knows that the old country buyer will not pay any more for No. 1 Northern wheat.

By the Hon. Mr. Douglas:

Q. I understand by that statement you mean that the standards as we have them now are virtually too low?—A. No, I do not say that; they are high. Next year you may have a crop that will reduce your No. 1 Northern to 60 lbs. This year it is 63. Under these conditions, you will not receive any more money for your wheat if you send it over as a higher grade this year and on a line grade next year. Therefore, when there is a crop like we have had this year, if you allow the wheat to be graded out on a statutory standard, by doing that you can advance your price paid in the west. I do not say more than a cent a bushel, but at least one cent a bushel, on the higher grades of wheat. I cannot, for the life of me, see that the farmers of the west are making any particular kick on allowing a clause of that kind to be inserted. It is done now, and there is no use in these gentlemen saying it is not. It was done when I was on the farm, and if a farmer has two grades of wheat on his farm he endeavours to raise the grades of these two to make them one grade. The same thing would apply at the lake port. If I lease a bin in an elevator there, and if I pay more for the standard of No. 1 Northern or No. 2 Northern, I should be allowed to have this wheat inspected out on the statutory grade.

Q. You say that it was your practice to select your wheat and grade it before it left the farm. Have you any idea how many farmers there are who have not any means of doing any such thing?—A. We would probably have 50 or 60 acres in one

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part of the farm and we would have another field lower down where it would get a slight frost. The farmers know that the lower land is more liable to frost. We might have two grades of wheat in that field.

Q. Any prudent farmer would keep them apart?—A. It is hardly possible to do that.

Q. That is our practice; we keep them apart?—A. We have tried that.

Q. You say it is possible, according to your idea, to get the wheat on the foreign market so many pounds above the standard?—A. Yes.

Q. You say that is a loss to the country. It may be that there are gentlemen in the grain trade who are so generous as to allow wheat that weighs 64 lbs. to the bushel to pass through their hands to the foreign market. I never heard of such a thing, and I understand that the doctoring is just to prevent such a thing occurring?—A. Every cargo of wheat that has gone out of Fort William or Port Arthur this year, either from a private elevator or public house, has been two or three pounds over standard. As an exporter, I can take my ground on that statement. I am sorry that we have not got the evidence. I am almost positive that that is a fact; that the wheat has gone out two to three pounds a bushel over standard. That evidence can easily be got from the Dominion grain inspector in Fort William. I think that is a very important point, because it has been stated that wheat has gone out of there on a light grade, which is not true. I am an exporter, and I am not interested in elevators, and I say that sometimes, in the strenuous shipping season, coming towards the end of navigation, it has been necessary at times when we have had a million or a half million to ship from different elevators, to concentrate that wheat in one house if possible, and I know that one elevator has helped out another. Where the C.P.R. houses were crowded, I know where one terminal elevator has assisted another by loading out a quantity of wheat to be paid back the next day. We have never made a kick. We have always been satisfied so far as the grades were concerned, because the high grades have been above standard. They have been above weight in standard. That statement can be corroborated by the Dominion grain inspector, and I ask that you secure that evidence. I think it is only fair, and is a very important point to have evidence from such a source, because then you would have no fear as to its correctness. My plea is that the private house should be left to do business as it is doing. It is no possible hardship; and I defy any farmer in the west to show that it is a hardship. It is a benefit, and it can be easily proven. In reference to binning, you should allow wheat to be taken into a terminal elevator and allow the owner to do what he likes with that bin. You say I must only put one grade in that bin, but you will allow me to load a vessel, and you will allow me to take that vessel to twenty-five elevators. I have shipped as many as eighty-seven grades in one hold, and I know of one hundred and three.

Q. Who made the eighty-seven grades?—A. They were absolute grades. I shipped that load myself to the firm of Norris & Co., Chicago, and I know of one shipment of one hundred and three grades.

By Hon. Mr. Talbot:

Q. Was this wheat sold on the other side as eighty-seven grades?—A. No, sold on sample. That statement can be corroborated by the Dominion grain inspector. A statement was made here some time ago that it would be impossible to take a fair sample of wheat as it is going on the vessel. I claim that is incorrect. The man who is taking the sample is on the vessel outside the spout. He can go from one to the other all the time and sample that wheat. If he thinks the wheat is running thinner, all he has to do is to hold up his hand and say shut off spout No. 1 or No. 2, and the trimmer on the dock pulls a string and shuts off that spout. I claim that is a better inspection than the car inspection. You have the wheat before you, and you can detect any discrepancy in the grade. If you think the elevator is not giving you what you paid for, you can easily check it. Where I buy wheat on the market and send that wheat out on sample, it is to my interest to see that the elevator gives me

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what I buy. I am not speaking from an elevator standpoint, but as an exporter and in all fairness to the elevator men. If we are allowed to lease one or two bins, we should be allowed, if I have ten grades of wheat—that is for bin 5 or 6—to put in that bin what I like if I buy it. There is nothing wrong about that. You cannot prevent me from taking 25, 50 or 100 grades out of 25 houses and putting them in the hold of one vessel and selling them on sample. If I have a bin, I should be allowed to put what I like into that bin, and I should be allowed to call for inspection on statutory standards. If you are going to hold this grain business, you have got to do something which will assist us. You cannot legislate to the disadvantage of a Canadian port and in favour of an American port. There is not the slightest doubt in our minds but that the Bill will go through, and if it does we will be at a disadvantage. You have introduced a new element in the grain business, and in doing so we should be put on a par with other ports; and I maintain the farmers will reap a greater benefit from it than he does at present.

Q. You sell this grain in Liverpool by sample?—A. Yes.

Q. Don't you think it could be possible to have our grain sold by the farmers and elevators and all dealers in the west by sample instead of by grades?—A. If you allow it to be inspected on statutory grade, yes; and you would make more money.

By Hon. Mr. Davis:

Q. You say you are not interested in elevators?—A. Not in Fort William or Port Arthur.

Q. Who owns the National elevator at Port Arthur?—A. I do not know who owns it.

Q. You made the statement that while our grain might come up to 63 or 64 pounds, we get no credit when we send it to the English markets?—A. No, you don't.

Q. If we send wheat up to the weight all the time and wheat that is over weight, don't you think we will get credit for that as against people who mix it like they do in the United States?—A. Our inspection is higher than that of the United States, and all the Liverpool board looks for is the statutory standard to be maintained.

Q. When a Liverpool buyer buys ten loads of grain and nine of them are pretty good, if the last one is a lower grade and contains dirt and so on, when he orders again, would not he make that poor lot the standard of what he would pay?—A. No, sir, he would not; he has the standard to maintain of the Manitoba inspection on the grain exchange in Liverpool. All he has to do is to look at that wheat and he knows what it is. They are the best buyers in the world. They are buying wheat from all over the world. They know what our grades are and what they should be; and in making up for that wheat he passes on it in that way, and if he did not he would be doing something that would be very foolish from a business standpoint. If he gets better wheat than the standard calls for, the miller will make more flour from it; but it is passed on that standard. A few years ago the inspections were made every year, and we did not know exactly from one year to another what we were going to get, but the government made a very wise move and fixed the standard, and it is a high standard; and if we can always keep up to that standard we will keep up the wheat in this country.

Q. Evidence has been given here that some grades of wheat are just a little short of No. 1 and are put into No. 2; and then there is another grade that is not quite as good as that, but still a little better than No. 2, and then there is the actual No. 2?—A. Yes.

Q. Don't you think if that is all mixed together and goes on the English market, it would reduce the value of our grain?—A. No, the man would not know that he was going to get the same wheat the next time; the next year's wheat might bring it down to the level.

Q. If four loads went over there and three of them were good and the last load had been manipulated and was just down to the standard, the next time they would

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buy on that low grade?—A. I do not think you are correct there. The miller buys in Liverpool through his broker. I do not know whether they re-mix the wheat in Liverpool or not, but I do know that in all our contracts that are signed in Liverpool, London and Glasgow, they are signed according to the statutory grade of the government as in the Grain Act. The Liverpool buyer is not different from any other grain man. In fact, I believe he is the finest judge of wheat in the world. Cargoes are going to the old country, whether to the continent or Great Britain, and we hear nothing about them. You make your deal, put through your draft, with the inspection certificates attached; the drafts are paid and the purchaser never comes back. I do not know of any case where a Liverpool merchant or miller has written over to say, 'that was a splendid cargo of wheat; I will take another one if you can give it to me at a cent a bushel higher.' I never heard of that.

Q. Your idea is that there is no advantage in keeping our grain above grade?—A. No, because you cannot sustain it.

Q. Keep it as low as you can?—A. Yes, statutory certificate.

Q. What would you say if it contained dirt?—A. It should not contain dirt.

Q. Evidence has been given here that it does?—A. That is the fault of the inspector; not the fault of the man that puts it out.

Q. You have told us that the spread, before there was competition, was something like fifteen cents a bushel between rejected wheat?—A. Fifteen cents on smutty wheat. I have known it to be that twenty years ago.

Q. That is now five?—A. Yes; there is rejected 1 and rejected 2; it varies from three to five cents a bushel.

Q. You said from five to seven?—A. That is between smutty wheats and rejected for seeds.

Q. What does it cost to treat that per bushel?—A. I could not say how much—it varies.

Q. Would it cost a cent?—A. The percentage of dirt might be more; for instance, one car might take two per cent and another car fifteen or twenty.

Q. Don't you take off dockage for dirt?—A. Yes.

Q. They take that off the farmer?—A. Yes; a man buying wheat will look at it and consider what it will cost to clean that, and he will offer a certain price for it.

Q. He would take off enough so that when it came to the elevator there would be no loss to him?—A. There should not be.

Q. It comes down to the actual fact that the spread is seven cents, and the cost of cleaning how much?—A. I could not tell you; I do not know; I am not an elevator man.

By Hon. Mr. Young:

Q. With reference to this dirt, is not that fixed by the inspector?—A. Yes, that is in the Act.

Q. It is not the buyer that fixes the percentage of dirt?—A. No; all the percentages are fixed by the inspector.

Q. The officials of the government fix what shall be taken out?—A. Yes; that applies to all cars that pass through Winnipeg. The percentage of dirt should be on the certificate. In the country the buyer uses his own discretion. If the seller thinks it is wrong, he can contest it. It is up to him.

By Hon. Mr. Davis:

Q. If there is dirt in the cars when they arrive, a dockage is allowed by the inspector?—A. The inspector of the cars.

Q. Out in the country the buyer uses his own judgment?—A. Yes.

Q. The majority of wheat that goes through the elevator, is it bought in Winnipeg or the country?—A. I could not say.

By Hon. Mr. Young:

Q. If you are exporting wheat, can you tell this committee whether there is any appeal if the cargo is not up to the certificate?—A. In my experience, there has not been.

Q. Can a person on the other side appeal?—A. Certainly, he has that privilege. He can call an arbitration in Liverpool.

Q. It has been asserted here that there has been no arbitration?—A. Certainly, there have been arbitrations over there.

Q. You are clear on that point?—A. Yes, arbitrators can be called in Liverpool.

Q. You have exported considerable wheat?—A. Yes, sir.

Q. Have you had any complaints from these exporters; if so, what were they?—A. I have no complaints whatever as far as the higher grades of wheat are concerned. Sometimes in the lower grades of wheat, where the differences are so marked that the values are probably 10 to 12 cents a bushel spread, complaints have been made on sample wheat. That has been explained, because it has been hard to get a straight sample, or straight fifty cars of No. 5 or 6 that would be on an equal basis.

Q. If you were shipping that cargo by sample, you would have no sin to charge against the inspection?—A. No.

Q. It would be a question as to whether the sample sent to the other side agreed with the cargo?—A. Yes.

Q. Have the complaints increased within the last year?—A. Not to my knowledge.

Q. You have no interest in any terminal elevator at Fort William or Port Arthur?—A. No.

Q. Have you any preference of getting stuff out of any particular elevator?—A. No; I have always shipped my wheat with the understanding that the inspector is there to do his duty; and with all the high grades they have gone over standard.

Q. If you had your choice, is there any elevator that you would prefer?—A. No, except in the winter, when there is a storage charge to be considered. There is a misaken idea through the country sometimes. There is a switching charge against Canadian Northern elevators at Port Arthur and the Grand Trunk Pacific. In case of a shipment to St. John, wheat has been quoted five cents lower on account of having connections and no switching on the C.P.R.

Q. You are in favour of having a sample market?—A. Yes, at Fort William.

Q. Do you think the sample market would be an advantage?—A. Decidedly. The reason I advocate Fort William for a sample market is that it has been considered by exporters for years that the logical point for shipment of wheat is at the head of the lakes. The elevators are there, and they are right under the nose of the exporters, and they can see the working. They are not 400 miles away, and consequently we consider a sample market at Fort William and an order point are essential to the grain trade; and it certainly would be the means of securing higher prices, and the producer would reap the benefit of anything of that kind. It cannot do him any harm. The grain trade is in such a condition, I can make this statement fearlessly, that I do not think there is a day since the first wheat came on the market last fall until to-day that you can export wheat from the northwest based on Liverpool prices and make a cent out of it—not a cent a bushel, but a cent. The wheat has been exported solely on a speculative value. Now, that is a very strong statement to make, but it can be borne out. Any of my friends who handle wheat know that is the truth. I have it as a positive fact that the competition in wheat is so keen there has not been a day that we have been able to export wheat on that day's prices received from Liverpool. I can give you instances where freight on the lakes was offered so cheaply last fall—I am vice-president of a large steamship company—that we have carried cargoes of wheat from Fort William to bay ports and Buffalo at \$300 to \$500 loss every trip. The exporter has seen where he could ship wheat from Fort William to Buffalo at three-quarters of a cent per bushel and to bay ports at a half cent per bushel. He has seen the opportunity, as he thought, of a speculative chance to buy

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freight, and he has bought it at prices that even at a half cent a bushel and a low rate on the ocean—and ocean freights are very cheap now, and may be carried this season at three cents a bushel—there has been a loss. I say that the reason that wheat has been exported in ninety-nine cases out of one hundred at a loss. There has never been a day, based on the actual day, that there has been a profit exporting wheat to the old country.

By Hon. Mr. Campbell:

Q. But that is exceptional?—A. It is a fact.

Q. They would not keep on exporting if they did not make money out of it?—A. I am simply speaking of the competition. It is very keen now, and if you have a sample market, at Fort William at which you allow the lessee of any bin to put that wheat in any bin, you create further competition from the millers as well as from the exporters.

By Hon. Mr. Douglas:

Q. Representing a shipping company, can you say if they have ever lost any grain on the lakes?—A. Do you mean shortage?

Q. A shortage in weight?—A. Yes, they have had a shortage.

Q. As between the head of the lakes on the Canadian side and the point of discharge?—A. Yes.

Q. Do you know any company that has lost more than 25,000 bushels in a year?—A. No.

Q. I listened to a very accurate statement, a strong pleading, pleading from gentlemen who were in charge of vessels and had to pay these heavy charges, because when they discharged their cargo the wheat was not there?—A. In many cases there has been a shortage.

Q. Might not that cut down your profits on carrying business across the lakes?—A. It does.

By Hon. Mr. Young:

Q. Have your losses on the lakes been reduced?—A. They have.

By Hon. Mr. Douglas:

Q. There was good reason for it when action was taken against the parties supposed to be guilty?—A. I do not think any action was taken against any party for shortage of cargoes. We never took any action. The government weigh out the cargo and we get government certificates, and if there is any mistake they send on the government certificate. The fallacy was the government took the responsibility of weighing the cargo and the boat had to pay the loss.

Q. The gentleman in charge of the cargo declared that the hatches were sealed, and he never saw the wheat flying over with the birds on the lakes, and they could not weigh the quantity out, and it evidently had not been put in; yet they had to pay, and he pleaded very strongly that the government should take action to prevent these shortages occurring. That would materially affect your business?—A. It did, certainly; but this year I must say our losses were very small owing to shortages, but that is what the owner of the vessel felt so badly about, that, although he received a government certificate for a weight, yet at the other end where he watched the weighing out, the shortages occurred. Whether they occurred at the bay ports or at Buffalo we could not find out.

By Hon. Mr. Davis:

Q. Who would be the beneficiary of that?—A. One elevator or the other; I do not know which one.

By the Chairman:

Q. The government weighed it into the ship?—A. Yes.

Q. Did the government weigh it out?—A. Not in every case.

By Hon. Mr. Campbell:

Q. How are cars of wheat inspected?—A. They are inspected first in Winnipeg.

Q. What is the process?—A. There are men known as stickers—that is men who carry long stickers. The process is they get into a car and they stick that car in as many places as they think necessary.

Q. Half a dozen or more?—A. It is supposed to be about that number. Possibly, if they suspect the car to be plugged in any way, they would be more careful. We have had a number of plugged cars. That is where the shipper is endeavouring to better his grade; and that is true, not only of country elevators, but of cars shipped direct by the owner of the wheat in the country.

Q. The process is to spear the car, I suppose, in half a dozen places and take up a sample?—A. Yes.

Q. That is pretty accurate inspection is it not?—A. I believe it is.

Q. You could not have any better?—A. Yes; the inspection at the terminal point is the proper inspection.

Q. How about the inspection when it is going into the boat?—A. It is inspected going in and going out.

Q. How?—A. By a sampler taking a sample as the wheat is run from the elevator bins into the vessel.

Q. And the wheat is going down pretty fast?—A. Yes.

Q. He takes a little sample out, and while he is looking at that a thousand bushels has gone into the boat?—A. Generally not as much as that. It may be more and it may be less.

Q. You say that is a better mode of inspection?—A. Yes, because the sample is taken inside the elevator before it is shipped. The government inspector knows the bin it is going into, and his duty before that wheat is run into this bin is to see that it is empty. He watches that. He looks at the bin and sees that it is empty.

Q. I am speaking of the inspection of the wheat going into the boat. The grain runs down very fast?—A. Yes.

Q. The inspector stands on the boat and takes a little sample of the wheat as it is going down?—A. Yes.

Q. He naturally goes to the light to examine it. The stream is still going down all the time, and while he is examining that sample there is probably 2,000 bushels going into the vessel. You made the statement that that is a better inspection than the inspection of cars?—A. I still maintain it is, in this way; you say two or three thousand bushels may have gone through. If that happens it is due to negligence on the part of the inspector.

Q. But if he goes to the light to examine his sample?—A. That is not necessary. He is standing on the boat where the light is. If a man is quick enough, he knows the grain very quickly.

Q. Is the weight of grain the only test?—A. No.

Q. You mentioned weight?—A. It is not the only test.

Q. Grain might weigh heavily and not be up to No. 1 Northern or No. 2 Northern, for the reason it does not contain the proper percentage of hard Fife wheat?—A. That is correct.

Q. The inspectors, in inspecting the grain, do not consider the weight as the only one feature of it. It must weigh 60 pounds to the bushel and it must contain a certain percentage of hard Fife wheat. If, in the opinion of the inspector, it did not contain that per cent of hard Fife wheat, the inspector would make the grade lower?—A. Yes.

Q. So when you say wheat goes out weighing 60 lbs. to the bushel, it may be higher than the regular standard?—A. The inspector has to inspect as per the Act you have.

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Q. He would mark it lower because it did not contain the proper percentage of hard Fife wheat?—A. No, your contention would be that it would not be possible to have No. 1 Northern with 60 per cent hard Fife wheat and reasonably clean to weigh 63 lbs., but I maintain it is. I have seen wheat weigh 65 lbs. to the bushel.

Q. Then he should make it No. 1 hard?—A. It is extra No. 1 hard. No. 1 hard is only supposed to weigh 60 lbs. In that case if dirt was allowed, everybody knows that dirt is lighter than wheat.

Q. But my contention is that often wheat may weigh above the standard and yet not contain, in the opinion of the inspector, the proper percentage of hard Fife wheat. He must necessarily reduce it?—A. Yes.

Q. And he does reduce it?—A. Yes.

Q. And wheat may weigh only 60 lbs. to the bushel, but if it contains a proper percentage of hard Fife wheat it goes out that way?—A. Yes, the inspector must exercise his judgment according to the Act.

By Hon. Mr. Power:

Q. How do you account for the fact—I think you said you could not account for it—that there was a considerable shortage of grain which had been put on board the steamship at Fort William, and was discharged at Buffalo or some other point on the lakes?—A. Yes.

Q. Did you say you could not account for that shortage?—A. No, it is always mysterious. The elevators at Fort William and Port Arthur weigh out the grain with their own man and the government inspector. The government weighmen were there in every case. The wheat went on board the boat and the government inspector was there to see it did go on board. The wheat arrived sometimes on the other side considerably short.

Q. When you say the other side, what do you mean?—A. I mean the bay ports, or Kingston or Buffalo.

Q. But not Liverpool?—A. No, you insured against loss over there.

Q. Under the existing law, if the inspectors do their duty and there is no fraud or dishonesty on the part of the inspectors, is it your impression that the grain will get fair play?—A. The grain dealer?

Q. That everybody concerned will get fair play if the inspectors do their duty?—A. I certainly do. The regulations under that Grain Act are very severe. I do not know any part of the world where the grain inspection is as severe as it is there.

Q. With respect to the interested parties, what would be the effect of passing these penal clauses under consideration, 123 and 242?—A. It would naturally be the means of a private elevator having to discontinue its present business.

Q. What I want to know is whether it would improve the condition of the producer in any way?—A. No, I think it would injure it.

Q. I think you said that the Liverpool buyers are satisfied with what they get now?—A. They are.

Q. That grain which goes to Liverpool is inspected out at Fort William?—A. Yes.

Q. And goes direct to Liverpool?—A. No, it is re-shipped at different points.

Q. There is no complaint at Liverpool—that is the point—of the grain which is put out of the elevators at Fort William and Port Arthur under the present law?—A. No, it is perfectly satisfactory, I believe, to the Liverpool merchants.

Q. You, as I understand, deal with the farmers and with the people on the other side; could you tell us of any complaints that have come from the farmer's end?—A. I was a farmer and farmed myself for a long time. There are only occasional complaints. A farmer will send in a car to be sold and that is all. The proportion of such sales is very small.

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Q. What proportion of the grain of the northwest is held by the farmers or owned by them after it has been graded into the terminal at Fort William?—A. That is really an impossible question for me to answer.

Q. You must have a general idea. Do the farmers continue to own, say fifty per cent of the wheat, after it has been graded into that terminal, or do they generally dispose of it earlier than that?—A. It is an awfully hard thing to answer, because when the wheat is in there it passes through so many hands one has no means of finding out who owns the wheat. I suppose if we were to make inquiries from the different elevators that information would not be given. Sometimes we understand the Grain Growers' Grain Co. will own a certain amount of oats or wheat, but it is only rumored, there is no absolute certainty. Sometimes the report is that one-third of the grain in the elevator, is being held for higher prices. It is a hard thing to answer. I could not give you that information.

Q. You are on the spot there; could you say whether a large proportion of the grain which remains in the elevator, say through the winter season to be shipped when navigation opens in the spring, is owned by the farmers or if the farmers, as a general thing, have parted with their property?—A. There is no private owner of wheat would ship wheat in the winter to a terminal house and pay the storage from December until May at one cent a bushel per month, and sell in the spring. There would be no money in it. Still I have known some men to hold wheat there four or five years. It is a piece of stupidity but some men do it.

Q. But as a rule the wheat in the terminal elevators is not owned by the farmers?—A. A certain portion is. I do not know what proportion.

By Hon. Mr. Lougheed:

Q. You have stated that the Liverpool price of wheat, or the Liverpool quotation is based on the minimum grade?—A. Yes.

Q. Not on the maximum?—A. Not on the maximum grade.

Q. Then in what way is the farmer interested in this question so long as the minimum grade is reached? Is the price in any way affected, even though say seventy-five or ninety per cent of the wheat should reach the maximum grade?—A. No, I do not see that the farmer is interested in that in any way. When I was talking to you about a man who is able to lease a bin and has the same privilege as a good many farmers have—

Q. We are getting into a complicated position. I am assuming this, that we have passed legislation authorizing or sanctioning by statute certain grades of wheat?—A. Yes.

Q. The Liverpool price you say is based upon the minimum grade?—A. Yes.

Q. The minimum grade can never fall below that particular point because it is fixed by a statute?—A. Yes.

Q. Consequently, even though the grain should measure up to 75 per cent, or the maximum, it does not affect the price in Liverpool?—A. No.

Q. Consequently it cannot affect the price of grain in Canada?—A. It could not unless you guarantee the following cargo would be the same.

Q. But you do not do that?—A. No, because you sign a contract with the Liverpool merchant that the wheat shall be so-and-so.

Q. And when the wheat reaches that specification the price is fixed?—A. Yes.

Q. And the margin of difference does not affect the price?—A. No.

Q. That is perfectly clear?—A. That is perfectly clear.

Q. When you talk of maintaining our grades in Liverpool you mean the maintenance of the grade fixed by statute—the minimum grade?—A. Yes.

Q. You spoke of those shortage cases; did the shipper check in any way the weights fixed by the inspector?—A. Occasionally a captain would send a man up with the government weighman as well as the elevator weighman—he had that privilege. In fact the elevators gave all to understand that we could all have that privilege at any time. After the government put their man on, the captains of the different

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vessels did not consider it necessary, because they had perfect faith in the government weighman. When it went to a bay port, they used to send up their man to check it off but whether he was capable or competent to do that, I cannot say.

Q. It would be too late. If the error occurred by the inspector at the point of shipment, it would not be known to the shipowner except he adopted a system of checking. What I want is your opinion about this, that if the owner adopted a proper system of checking the inspector, as he has a right to do, at the point of shipment, the probabilities are entirely against a shortage at the other end except there has been a leakage in transit?—A. We never considered there was a leakage in transit. That is the most mysterious part of the whole thing.

Q. You must assume it arose in the shipment out?—A. I could not do that, because there was a government inspector there.

Q. You must assume that he was human and made a mistake?—A. Oh, yes, but it might be the other end the same way.

By Hon. Mr. Talbot:

Q. Did I understand you to say that the Canadian sample here is generally somewhat better than the American?—A. Yes, on the grades.

Q. Does it bring a better price at Liverpool?—A. Oh yes, the Canadian No. 1 Northern would bring a better price.

Q. How much better?—A. You see the difficulty is in coming to that conclusion that the United States have not exported much wheat to Liverpool.

Q. They export some?—A. I should imagine the difference would be about two or three cents a bushel.

Q. Do you know that the Canadian farmer, say along the boundary between the two countries, gets some ten or twelve cents per bushel than the American farmer?—A. Yes, I cannot understand that.

Q. Can you explain why the Canadian farmer suffers this loss? His wheat is worth two or three cents more in Liverpool than the American wheat, yet he gets ten or twelve cents less at the point where it is produced? What causes this loss to the Canadian farmer?—A. This is due to local conditions. For instance, there is often a difference of from 12 to 13 cents between the price of our wheat and the wheat at Minneapolis, but it is simply for local consumption as far as milling interest is concerned. That spread is down to three and a half or four cents a bushel. The only conclusion you can come to is this, that the reason of that price was that Minneapolis mills were able to pay that price purely from a local standpoint, not from an export value at all. To-day they can only pay four cents.

Q. The price of what is consumed at home, as well as what is exported, is fixed by the foreign price?—A. That is if both countries had to draw from the one. Then you would have an export value. The other is simply a local condition. Wheat has been worth in Fort William ten cents a bushel more and twenty cents more than it was at other ports, and we have brought wheat back, two cargoes from Kingston and unloaded them at Fort William. That was simply local conditions on an option market. High, idiotic, speculative value. They got excited and ran the wheat up, ten cents a bushel more than it was worth.

Q. You mentioned the Liverpool people and the exporters are quite satisfied with the situation?—A. Yes.

Q. The producers, seeing their neighbours across an imaginary line, getting 10 or 12 cents more a bushel for an inferior article are not quite satisfied?—A. I quite understand. They have reason to be dissatisfied?—A. Part of the time they get 20 cents a bushel more than they get in Minneapolis; it is simply local conditions. It is one of these things that it is impossible to account for.

Q. You are a farmer out there and you left it because you were dissatisfied?—A. When I left, the country was in a very different state to what it is now. We

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had a pretty hard time to make a living. If the change is made, as it is anticipated it will be, and where one country can draw from another, then the prices will be based absolutely on export value.

By Hon. Mr. Lougheed:

Q. It would mean, if your wheat is to be placed on a parity with the American wheat we should adopt the same system as the American system?—A. Yes. I was told they could take No. 3 Northern and our No. 1 Northern which is very much higher in gluten, and mix these wheats together and make No. 1 Northern wheat and mix these two grades.

By Hon. Mr. Davis:

Q. Such a No. 1 Northern as is in this Act?—A. No, as far as the milling is concerned they say they can make just as good flour as our men can make from our sixty pounds to the bushel. I go over to the other side quite often, and I am sorry to say I cannot detect any difference. In conclusion I would ask you to earnestly consider allowing a sample market at Fort William, and also an order point there and allowing the lessee of a bin to put into that bin whatever grades of wheat he buys and pays for. They are paying higher prices for sample grades of wheat than are at present in vogue. It means that we are anxious to keep this wheat in Canadian channels. We have spent an enormous amount of money in transportation and we have a large amount of money invested in the Canadian marine that we have been trying to build up. It means a great deal not only to the grain producer but to the elevator man as well. It is of very great moment that these matters should be considered, and we earnestly hope that our wheat will be kept in Canadian channels, that we are proud of.

By Mr. Heffelfinger:

Q. Would it be possible for an elevator at Fort William or Port Arthur to load out grain, under government inspection, with two, three or four per cent of dirt?—A. I do not see how it could be done if the inspector was doing his duty.

Q. Have you ever heard of any wheat going out in that way?—A. Not the high grades with that percentage of dirt, no.

The committee adjourned until after the adjournment of the House.

The committee resumed at 5.45 p.m.

By the Hon. Mr. Power:

Q. I ask for information. It has been stated that wheat on the Canadian side of the border is worth, I think, ten or twelve cents less than on the American side; that this same Canadian wheat, when it gets to Liverpool, is worth two or three cents more than the American wheat, and I observe that some honourable gentlemen are of opinion that that shows that there is some coloured man in the wood pile, some sinister work going on amongst the middlemen, who intervene between the farmer and the ultimate consignee in Liverpool?—A. In answer to that question, as I said this morning, I give no other explanation than local conditions which occur. This matter the senator mentions was the case in Minneapolis. In the Chicago market, during last fall and a large part of the winter, the May option was selling two and a half and three cents over the Winnipeg. When I say option, I mean that it is based on the No. 1 Northern wheat. When you buy wheat for future delivery on an option in our markets in Winnipeg or Fort William, it means the price as quoted to-day, we will say at 91½ cents; it means that this is No. 1 Northern wheat; that is just the basis, and although last fall the Chicago market—I am just giving you an instance to show the peculiarities of the American markets which are not based on the export value—was selling May option, if my memory is correct, and I think it is, from two to three cents a bushel over our Winnipeg May, and to-day it is selling, for no other cause that we know of, the conditions are the same—that is, there are no other conditions that we know of, except perhaps a little scare

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of probable drought, but there was not really any drought, and to-day it is selling at four cents a bushel less. Now, the Minneapolis market last fall and during the major portion of the winter, was selling on the basis of one Northern, 11 to 13 cents higher than our Winnipeg-Fort William wheat, One Northern; to-day it is selling at from 3-12 to four cents higher. In a few days it may be on an even basis, or it may be less. The same thing has happened again and again with our market.

By the Hon. Mr. Loughheed:

Q. Would it be interrupting you if I read a short extract taken from a document issued by the United States government, dealing with the varying prices of wheat at Canadian and American points, and you could comprehend in your answer the question submitted by Senator Power. This is document 849, issued by the United States government, as to the price of wheat. It says:—

The prices realized for grain of various kinds are represented by the report as higher, generally speaking, in the United States than in Canada. Wheat, for example, is shown to be higher in Minneapolis than in Winnipeg. But, on the other hand, the prices of wheat is lower at Kansas City than at Minneapolis. Occasionally, the Canadian price exceeds the Minneapolis figure. The report declares that from 1905 to 1910, the prices at Minneapolis ranged 1½ cents below, to 17½ cents above Winnipeg prices.

At Kansas City the prices have been from 12 cents below, to 11½ cents above Winnipeg prices. Frequently the wheat prices are very close. Here is an example, dated October, 1907:—

Duluth No. 1 N.	\$1 17
Duluth No. 1 N.	1 15½
Chicago No. 1 N.	1 18½
Winnipeg No. 1 N.	1 13
St. Louis No. 2 H.	1 05½
St. Louis No. 2 R.	1 07½
Kansas City No. 2 H.	1 05¾
Kansas City No. 2 R.	1 07
Liverpool No. 2 N.	1 28

The prices at all points are regulated by Liverpool, with variations produced by local influences. In the table just quoted Winnipeg, although four cents below Minneapolis, is six cents above Kansas City, and the lower prices at Winnipeg would prevail, even under free trade, because the cost of transportation from Winnipeg to Minneapolis has to be allowed for.

It all goes to show that it is a very difficult matter to explain. The boot might be on the other foot. I have known wheat to sell in Fort William 10 to 15 cents above Minneapolis. That occurred in the July option three years ago. Our wheat sold at \$1.36 and the export value of that was \$1.10.

By Hon. Mr. Talbot:

Q. How many times has that occurred since three years ago?—A. That is the only time I can remember that wide difference. I still maintain that local conditions obtain and it is purely speculative values.

By the Chairman:

Q. Local conditions at points like Minneapolis, where great milling interests might be affected?—A. They have elevator capacity there for something like seventeen to twenty millions.

By Hon. Mr. Davis:

Q. Haven't manipulations on the Chicago grain exchange something to do with it?—A. Chicago does, to a certain extent, manipulate Minneapolis. I do not think Kansas City would have the same effect.

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By the Hon. Mr. Talbot:

Q. Would not a shortage of good hard wheat over there affect it; they need some for blending?—A. This spring, the Minneapolis market, for no apparent reason, dropped from \$1.09, May option, to something like 96 cents in the last few days; for no reason, except that the milling demand fell off. You know what the option market is. Sometimes we feel that they are a curse to the country. The option market contains, possibly, 85 per cent of men who do nothing but gamble in the option market and do not touch a bushel of wheat. The professional man and even the farmer, in the northwest were responsible for putting up prices of oats to 39 when they were really only worth 35 or 36. There is a speculation going on in the west that it is pretty hard to stem. I think gentlemen who have been in Winnipeg will bear me out when I say that there are 85 per cent of the men engaged, who do nothing else, except execute orders on the option market for their clients, and never see a bushel of wheat. That is a pretty strong statement to make but I believe it is true; therefore when you ask me to give you the reason for the difference between Minneapolis and Winnipeg, there is speculation in it which is very often responsible for the high price of wheat.

By Hon. Mr. Davis:

Q. Take the statement Hon. Mr. Lougheed has read, showing that the wheat in Kansas City was so much lower than in Minneapolis, would that be the same class of wheat?—A. No.

Q. There is a difference between northern wheat and southern wheat?—A. Yes, although Kansas wheat is a very good variety.

Q. Not as valuable as the Dakota?—A. No, there is a Kansas hard wheat. The grain market is quite a puzzle at times. The Winnipeg wheat sold as high as \$1.01½ and there is no reason for it except outside people buying on the margin market.

Q. The difference between the American grade of wheat and our grade is that our No. 2 is equal to their No. 1. The spread between the two would be equal to between the difference in the price in the old country?—A. Yes, about 3 cents a bushel.

Q. So that they are both about the same?—A. In that way, yes.

S. W. RAY, Mayor of Port Arthur:—In opening my remarks I desire to say that I am not in any way interested in the grain or elevator business. I am here as a citizen of Port Arthur, doing what I think may be of benefit to the city by showing that we are apprehensive of the effect of this Bill upon the trade of our cities there. A great many of the citizens of the two cities are men who are employed by the railroads, the elevators and by the steamships that come there for cargoes. I concur entirely in the remarks made by Mayor Young of Fort William and Major Wayland, and I will not try to cover the points they made. There is one thing that they left out and that was divorcing the terminal elevators from the interior elevators. I do not know much about the grain business. It looks to me that it would not be a desirable thing to do. These persons who own terminal elevators, may own elevators in the west. If they did not own these terminal elevators they would have no interest in the grain after it once left their possession. We are desirous of having all the grain handled at Fort William and Port Arthur in order to increase the trade of our ports.

Senator M. L. JONES,
Chairman, Senate Committee on Grain Bill,
Ottawa.

SIR,—The following resolution was passed at a joint meeting of the Port Arthur and Fort William Board of Trade, and we respectfully request that you give these regulations your earnest consideration:—

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1. Whereas clause 123, Bill Q, we think is unfair to the private and terminal elevator and grain interest generally at Fort William and Port Arthur, showing discrimination against these interests, and ask that this clause be eliminated from the Bill; and would suggest as a remedy to satisfy all interest that provision be made for three classes of elevators, public storage, public hospital or treating elevators and privately owned and operated elevators, thereby establishing competition and giving all classes of shippers the option of patronizing which class of elevator they wish under this arrangement. The main advantage will be derived by the producer of the northwest. Under the present proposed Grain Bill, it leaves no redress to the producer, but closes up every avenue of competition. After the cars of grain have been inspected at Winnipeg, or elsewhere, the basis of price is set, the producers cannot get one fraction of a cent more per bushel for a car that is above the standard allowed by law. Special bin privileges give the producer no advantages, unless the grain is allowed to be graded out of the elevators according to statutory standards.

2. Section 242, Clause A.—We respectfully ask that this clause be eliminated.

In the opinion of the joint Boards of Trade of Fort William and Port Arthur, we consider, to insure the producer the full value of his product, that a sample market be established at Fort William and that Port Arthur and Fort William be declared order points. The sample market with private operated elevators would create keen competition, and the producer would reap the full benefit by the enhanced prices paid for his product. We would refer you to the wide spread in value between two kinds of off grade grain. Rejected wheat a/c seeds is a glaring example; under our inspection Act rejected wheat a/c seeds, &c., with 5 per cent dockage is binned with the same grade with 28 per cent dockage. You will plainly see that the owner of a car of wheat with the 5 per cent dockage is entitled to a higher price than the owner of a car with 28 per cent dockage. With a sample market established at Fort William, full value would be procured to the owners for all classes of grain.

The cities of Fort William and Port Arthur ask that no discrimination whatever be made against any company or individual interested in the growing or transporting grain from the farm to the market, and earnestly hope that everything be done to keep our Canadian grown grain within Canadian channels.

Signed on behalf of the Joint Boards of Trade of Fort William and Port Arthur: S. J. Ray, Mayor of Port Arthur; S. C. Young, Mayor of Fort William; George A. Coslett, President Board of Trade, Fort William; William Pridue, President Port Arthur Board of Trade.

By Hon. Mr. Davis:

Q. Your only interest in this is from the standpoint of the people at Port Arthur?—A. Yes.

Q. You would like to see these people have the right to operate elevators throughout the country so that the grain would go to Port Arthur?—A. Otherwise it might go north and south.

Q. You are looking at it from the standpoint of Port Arthur?—A. Yes, but at the same time I think that anything else that can be done that would increase the price of grain will reflect upon the grain growers of the west. I am interested as a Canadian and if the view which I take is wrong, and not in the interests of the people of Canada, then I hope it won't be given attention to.

Q. Supposing evidence was given that by allowing this state of affairs you will injure the small elevator owners all over the country, do you think that would be right?—A. I do not think it would be a good thing for the small elevators.

Q. You think the small man should be protected?—A. I hope the Committee will formulate some rules and regulations which will protect every person. I think the small man is entitled to a great deal of consideration, because probably it is more difficult for him to bear than for the large man.

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Q. Do you think it would be a good thing to allow a state of affairs to continue that would throw the grain trade of this country into the hands of a few people?—

A. I would not.

The Committee adjourned until 8 p.m.

The Committee resumed at 8 o'clock, Hon. Senator Power in the chair.

Mr. HORN appeared before the Committee.

By Hon. Mr. Campbell:

Q. I would like to ask Mr. Horn to start at the beginning and follow the grain through until it is on board the boat at Fort William or Port Arthur, stating how it is handled, having special reference to these three clauses of the Bill?—A. The inspecting is done at Winnipeg. The trains arrive there at all hours of the day and night, and there is a staff in the yard day and night waiting the arrival of trains, so there is never any detention of cars at all. As far as the grain inspector is concerned, the railway company does not know they are there, so far as any detention goes. There is no hindrance to the railway in any way.

By Hon. Mr. Young:

Q. What are the duties of the men in the yard? Are they samplers?—A. We have what we call a gang in the yards. There is a man in charge; we have two men stickers, we call them, to go into the car and a man to open and close the car doors. The clerk is in the car office to take a list of the cars, where they are going and the quantity, so that we will know where they are going. The first thing done when a train pulls into the yard, these men ascertain what cars on the train are not graded. That is the usual way. They take a list of those cars that are not graded, and they open every car door on the train, and then the first sticker goes into the car, and he has a sheet like this, (shown) and he has a long brass tube, which he sticks into each corner of the car, and spreads it on the sheet, and he goes to this corner and the other and spreads them all out on the sheet.

By Hon. Mr. Talbot:

Q. Six or eight places in the car?—A. Yes, and spreads them out on this sheet. The foreman or man in charge jumps up on the car door, and looks around and if it is nice and regular he says: 'That will do.'

Q. Do they come across instances of plugging?—A. Occasionally they do. And he takes a card and puts down the car number on the card, and the date, and the initials of the men who did the sticking, and if he sees anything peculiar about the sample he mentions it on the ticket, and he mentions how the car was loaded, two inches below the line, whatever it is, and he mixes these all up together and puts them in a bag and hangs the bag on the car door, and when they come to the end of the train they come and gather up the boxes, count the bags and count the number of cars in the train, and he sees that they correspond, so that they have not missed anything, and the man who has been opening the doors has by this time started to close and seal them, and when they come to the end of the train they all finish up together. We will have two or three of those gangs, according to how busy a time it is. If it is in the rush in the fall or in the busy time, we may have three men by day and three men by night, because we sample cars by night as well as by day. We have lanterns at night and can do it as effectively.

By Hon. Mr. Campbell:

Q. What do they do with the bags?—A. When these are all gathered up we have an express man employed all the time with a wagon, who carries them over to the main office of the grain exchange. We have a list for each train, a regular form, and they are sent over to the grain exchange, to our main office, with this list. These lists are written up in large loose sheets for our deputy inspector. Each deputy inspector has a particular road and he attends to the cars upon that road. We have

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one deputy inspector who attends to the cars on the main line of the Canadian Pacific railway, and another deputy inspector for the branch lines north of the Canadian Pacific railway, and another for the branch lines south of the Canadian Pacific railway, so that there are three deputy inspectors working on the Canadian Pacific railway. They are listed on this sheet. There are no names on this list, nothing but the car numbers. There was a question among some of the farmers, that inspectors were influenced by the car; they knew where it came from and who owned it, and we left off the names, and now the deputies get nothing but the car numbers and the names are added afterwards. In the inspection office, there is a long table in front of the north windows, and we have a window for each deputy inspector. There is a long table behind them, and on the table behind the assistants set out all these samples. The samples are set out according to a system. All the car numbers ending in 0 are set in one row, and all car numbers ending in 2 are set in one number, and so on. The sheets are made out in the same way, the car numbers ending in 0 in one form, &c., that is for quick reference. These deputy inspectors start about nine in the morning and quit at three in the afternoon. We never let them begin before nine, because we do not think the light certain enough, and we do not let them work after three, for the same reason. Each deputy inspector has assistants to hand him the samples and take them away, and after the deputy has decided this assistant ties the sample up and the screenings and the clean wheat are weighed separately.

By Hon. Mr. Talbot:

Q. Does he empty that bag out on this table?—A. He empties it out on a sheet of brown paper.

Q. He cleans the whole of the two pounds?—A. No, he cleans one pound and then weighs the screenings and the clean wheat. We weigh the screenings for the reason that if you split any of the clean wheat you might make the dockage too much, and you do away with that by weighing the cleanings.

Q. Then you weigh the cleanings after they are taken out of the sample?—A. Yes; then the deputy inspector goes on until he is through and it is then handed to the other clerks, who fill in where it is from and who it is going to, and makes out the certificates. Then the sheet is completed and a duplicate is made of it in every particular. In fact it is a carbon copy. Then it is sent to Fort William that evening. When these cars arrive at Fort William, that is the grading under which they go into the elevator. The sheets go down by express and of course they arrive ahead of the cars. While these cars are on the way to Fort William, the public get the certificates delivered to them. They can come in and make a protest or go over them. The cars have not arrived at Fort William, and if there is any particular car that there is any very serious dissatisfaction with we telegraph to Fort William: 'Hold up such and such a car,' and then the matter is gone into, and they can have a survey. There were twelve members on the survey board, and they are right in the building. If they meet at all, they meet every day at 11 o'clock at Winnipeg. The survey is usually over before the car gets to Fort William.

Q. They go over the sample that was taken in the first place?—A. Yes, occasionally you will find some one who will protest the sample, and say, 'I am not satisfied with the grade, and I do not believe that the sample is right.' In that case, we telegraph to Fort William, and ask them to re-sample the car and to send the sample by express to Winnipeg, and they hold out that car, and that sample will be compared with ours, and the survey will be held on which ever sample the owner decides. We give him his option of either sample. Of course, as nearly everyone who has an interest in the car either lives in Winnipeg or has a representative there, there is plenty of time to discuss the sample, and for that reason it is surprising how few come to the survey board, because you can discuss the matter with themselves and they will give in. Now last season the surveys did not average three surveys per thousand cars. It only cost three dollars to have a survey. You put up three dollars,

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and if you are sustained you get your three dollars back, but if you are not sustained, the survey board get the \$3.

By Mr. Watson:

Q. When surveys are demanded, how many succeed?—A. I could not say what percentage—probably one-quarter of them. I would not be able to say exactly, but there are not more than one-quarter.

Q. When you say a quarter, you mean 25 per cent of the three per cent?—A. Yes. Even when the survey board change the inspection, that is not to say the inspection was wrong, because the survey board may be clearly in the wrong, but you must have some court of last resort. Even when they are wrong, in my opinion, I never say anything against it because they thought they were right. It is a matter of opinion, and you must have some court of appeal.

By the Hon. Mr. Campbell:

Q. They are all independent—they do not know whose grain they are dealing with?—A. They do not know whose wheat they are surveying. The secretary of the board gets three of them together, and he tries to get three who have not acted last time, until he gets over the whole twelve. Three are appointed by the Department of Agriculture, and there are three for Saskatchewan. Alberta should be represented, but I do not think they are represented yet. For that reason, it will have to be re-arranged some day so that Alberta will have to be represented. The wheat goes to Fort William, and at Fort William they bin these cars and put a card into the car giving the grade as they got it from that sheet sent from Winnipeg. When it goes to the elevator, this card is in the car, and the elevator takes this card as their authority for taking it in at the grade it was inspected for. Then it is binned as inspected, and at Fort William they have men to show if it is No. 1 Northern that it goes into No. 1 Northern bin.

Q. That is a government official?—A. Yes. Then a record is kept of every car that goes into each elevator by grade. Every car is weighed and a record is kept of the weight by grade, and a record of the dockage imposed on any car, and there is a dockage bin. He sums up at regular intervals how much wheat goes into the elevator.

Q. The inspector at Winnipeg says how much dockage?—A. Yes.

Q. And it is that dockage that Mr. Gibbs keeps a record of?—A. Yes. When it goes to the elevator, the elevator is obliged to accept it as to the dockage imposed at Winnipeg. He may not be satisfied, but he must accept it. You must have some method of settling, and the elevator, although they may think they have not enough dockage in one case may get more than they should have in another, and it about averages up. The elevators recognize that, and it causes no trouble. At the beginning, they were disposed to complain, but they came to recognize it as satisfactory on the average. The wheat is binned by itself. There is no dirty wheat mixed with clean wheat. Each kind is put separate from the other.

Q. Are any cars going forward on which there is no dockage?—A. Oh yes, a great many people clean their own wheat. You cannot put any more dockage on it. There are plenty of cars with no dockage.

Q. What is the greatest percentage of dockage?—A. It varies very very much, but you take the whole crop of last year say, the wheat if all docked would be 2 per cent at the outside, but there would be lots of cars with 3 to 5 or even 10 per cent dockage.

Q. As much as ten per cent?—A. Yes.

Q. We have it now in the bins under government supervision; then this cleaning process takes place?—A. Then there is the cleaning. A great many people have questioned whether the elevator does not take off the dockage given. That is an impossibility to take off the dockage imposed by the inspector. When it comes out it

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is clean enough, that is all. If it goes out carrying more dirt than it ought to, it is the fault of the inspection.

Q. We get a great deal of wheat down from Fort William and sometimes it makes our heart almost break to see the amount of dirt and small seeds and things like that coming out of it, and we often thought that this cleaning process was not carried on as it should be. The government inspector then inspects the cleaning machines and sees the wheat going through the separator?—A. He does not exactly take charge of it, but he tries to get it clean enough. When it comes out, as Mr. Wayland was telling you to-day, for shipment, the inspector has a man or two men sampling each car load. On the boat is not the most effective way of doing it. If it is done on the boat it is done over and above that.

Q. And even on the belt, the belt goes very fast, carries the wheat at a very rapid rate?—A. That is the time. That is the inspector's opportunity to see that it is cleaned as it ought to be, and that it is of the right grade, because between him and the weighman, the weighman helping him to see the No. 1 wheat is coming out of the No. 1 bins—

Q. Is the weighman a government official?—A. Yes.

Q. What is done with the screenings?—A. The screenings belong to the elevator. They make no charge for cleaning the wheat. The screenings are really their payment. I am making a mistake; last year there was a new rule instituted, that anything above five per cent the elevator was to pay for, or it was the property of the man owning the wheat and the elevator made the charge for cleaning it.

By the Hon. Mr. Watson:

Q. What about the commercial grades? Are there grades taken out of it?—A. Sometimes.

By the Hon. Mr. Campbell:

Q. We will come to that later. What were you going to say a minute ago?—A. That a new rule has come in, that if there is more than 5 per cent, then they give a warehouse receipt for it. The usual way is for the elevator to buy it for so much, and they make a charge then for the cleaning.

Q. Do you know what the charge is?—A. I do not know. I think it is about $\frac{1}{2}$ cent a bushel.

Q. In inspecting it into the boat, they inspect it on the belt?—A. Yes, on the belt going up, as a rule.

Q. Is there any possibility of fraud being carried on there, that is, by it being loaded on the belt from a different direction?—A. Well, there is no doubt, that if men set themselves deliberately to do wrong they could probably do it sometimes; but if these men are watching and attending to their duties it would be very hard to do it.

Q. The belts would bring that wheat two or three hundred feet at a rapid rate very often?—A. Yes.

Q. I suppose the man who takes the sample stands at the end of the belt where it goes up into the hopper to be weighed, and to know, he usually stands near a window, so that he can look at it?—A. He takes his stand near where there is a window, the best light he can find, and over and above that Mr. Gibbs sometimes has a man on the boat, as Mr. Wayland says, and they check each other, and he has a pail or bag into which he is always putting part of the sample, and when the vessel is loaded he fills it up about 5 lbs. into the bag, and he labels it with the name of the boat and the quantity and sends it over to Mr. Gibbs' office, and part of that sample is sent up to the inspector's office in Winnipeg, and in the inspector's office in Winnipeg there is a large sample of three or four lbs. of every cargo that has gone out, so that anyone raising any question about any cargo going to the old country or anywhere the sample is available for examination.

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Q. Supposing they are weighing No. 1 Northern and he thinks it is not quite No. 1 Northern?—A. He will stop the elevator there and then, until the thing is settled. If he is not satisfied, he will call the elevator man and stop it.

By Hon. Mr. Talbot:

Q. He does sometimes stop it?—A. Yes, accidents will happen sometimes, intentional or otherwise. It is more often stopped for the cleaning than anything else. He will say, 'this is not clean enough, you will have to run it through the cleaner again.' That is the most frequent cause of stoppage.

By Hon. Mr. Campbell:

Q. What did he do with what has gone into the boat?—A. He stops it. There is not much in the boat. It is not going into the boat when he inspects it, it is going into the weigh scale, and from the weigh scale it goes to the shipping bin, and from the shipping bin it goes into the boat.

Q. It goes from the shipping bin into the boat?—A. Yes.

Q. Then there would be an opportunity to catch it in the shipping bin?—A. Yes.

Q. That is another precaution they take?—A. Yes.

Q. Then if it is all right a certificate is issued, in accordance with the inspector's judgment that it is No. 1 or No. 2 Northern?—A. Yes, a certificate of weight is also given.

Q. The vessel owner can destroy that certificate and send it forward on sample?—A. Yes, nothing to hinder that.

Q. You have no control of it after that?—A. No, it is his own, but never knew of that being done. It may be done.

Q. It would only be done on lower grades, or grades that had been cleaned up or scoured. Then it goes into the transfer elevator at bay ports or somewhere there. Is there any chance for it to be mixed there?—A. I do not know anything about it. Mr. Cassels knows more of that.

By Hon. Mr. Young:

Q. No government supervision in the same sense as at Fort William?—A. No not in the same sense. There have been cases where they have said to trace up a cargo and identify it.

By Hon. Mr. Campbell:

Q. Your responsibility ceases when it is on board the boat?—A. Yes.

Q. It may come to bay ports and be mixed there?—A. Yes. We have two incidents of late years where trouble did arise in the transfer elevator about three or four years ago. There was a sample went to Liverpool, and they wrote back and sent a sample, and there was clearly something wrong because it was mixed with wheat that we do not grow in Manitoba. Investigation was made, and it was found that in the elevator of the Intercolonial Railway at St. John they had some American wheat with our wheat by mistake. It had not been done intentionally, and the Intercolonial Railway paid the claim themselves.

By Hon. Mr. Lougheed:

Q. That elevator was under government supervision?—A. I do not know whether it was under government supervision, it was not under the supervision of the Department of Trade and Commerce.

By Hon. Mr. Campbell:

Q. The transportation elevators at bay ports are not under your control?—A. No.

Q. Grain might possibly be mixed there?—A. Yes.

Q. Then if it is shipped by car to Montreal, St. John or Portland it might be mixed?—A. Yes. The identification is usually guaranteed by the transportation

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company, on the back of the shipping bill; saying this wheat is unloaded from vessel so-and-so. It is to the interest of the transportation companies to have no trouble and to have the thing right or they would lose the traffic, because the shippers would not use their route if they made many mistakes. Of course it would be possible to have someone in those transportation elevators to see that No. 1 Northern grain was put into a No. 1 Northern bin and was shipped out as No. 1 Northern. It would be possible to have that all the way down, so long as it was on the Canadian side. Of course when it goes to Buffalo that could not be done. A large per centage of it has been going to Buffalo.

Q. When it is transferred from an elevator at bay ports and goes into the cars, there is no inspection of it then?—A. No.

Q. It simply carries the certificate you have mentioned?—A. Yes.

Q. Then it goes by car to Montreal or to St. John, and through an elevator there again?—A. Yes.

Q. It is possible that it might be mixed there?—A. Yes.

Q. From there it goes into the ocean boat?—A. Yes, it would be possible to mix it there, but it must be a rare thing that it does happen, because on every certificate our name and address is given, and an old country consignee getting the grain and finding anything the matter with it would be inclined to complain, and we would investigate any complaint of that kind coming to Winnipeg.

By Hon. Mr. Young:

Q. Have you had many such complaints?—A. No; I have had in my office at Winnipeg a great many of these old country importers, who use the wheat, and they have always assured me that they were well satisfied.

Q. Even lately?—A. Even lately, even last fall.

By Hon. Mr. Campbell:

Q. Under this Bill, the precautions and regulations for taking charge of the wheat at Fort William are even more stringent than they were before?—A. I do not think there is much change.

Q. An elevator man cannot move No. 1 Northern from one bin into another without the sanction of the government?—A. Without the government officer being present; it was just as it was except the penalties are more drastic.

Q. Tell us about the hospital elevators. Is there any necessity for them and if so what?—A. As far as the elevator in Port Arthur is concerned, it simply does a custom trade. It treats grain for people who want it treated. They do not buy their grain. If your wheat is condemned they will treat it. If it is badly mixed with other grains, they will separate them and charge you for so doing.

Q. Supposing a farmer has a lot of wheat and he is caught in a rain storm, and his wheat is damp. He has no facilities for drying it. He loads it in a car and sends it to a hospital elevator?—A. No, he may send it straight to Fort William, but Fort William will not take it in.

Q. Would you accept that grain in Winnipeg?—A. No.

Q. You would make it no grade?—A. No grade.

Q. Would you designate why, on account of wet?—A. Yes.

Q. That would go right to the hospital elevator?—A. Unless the owner shipped it to Ontario, he has that privilege. The owner may say I do not want that to be dried. I will send it to Ontario to Mr. Campbell or someone.

Q. It would heat, it would not carry?—A. That depends on the time of the year. Sometimes they take those chances.

Q. When it comes to Winnipeg and you mark it no grade, and damp it if he chooses he can sell it, I suppose, to the hospital elevator?—A. Yes, there are some that buy, Muirhead & Black and Davidson & Smith.

Q. Do they buy away out in the country?—A. No.

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Q. They only buy it in Winnipeg if the cars come in?—A. Yes.

Q. Wheat that has no grade?—A. Yes.

Q. Would you call wheat that is very smutty no grade?—A. No, that is 'rejected for smut.'

Q. If it is mixed with barley?—A. That is rejected for mixtures.

Q. And the other would be rejected on account of dampness?—A. We reserve the term 'no grade' absolutely for wheat not fit to be warehoused; it is not safe to warehouse. We keep that term absolutely for that wheat. 'Rejected' is wheat that is not eligible to go into any regular grade, for some reason or other.

Q. Some of this wheat may have barley in it, and if you take the barley out it might be No. 1 Northern?—A. Yes. If you take the barley out the rest may be No. 1 Northern.

Q. That could be mixed in with No. 1 grade?—A. Yes.

Q. If it was rejected for smut it could be cleaned and scoured?—A. That is a position that has changed. The time was when nearly all smutty wheat was scoured, but the mills have now got into a way of washing, and nearly all people who handle smutty wheat prefer to get it smutty and they wash it and dry it. They have their own appliances. There is really no scouring. In our plant at Port Arthur we have large scouring facilities and they are standing idle and we anticipate taking them out.

Q. Have all the mills up there washing appliances?—A. I do not think they have for this reason. I do not think they use any smutty wheat at all.

Q. I think they all have washing appliances?—A. They do not handle it.

Q. Where does the smutty wheat go?—A. To the old country on sample.

Q. Can it be mixed with No. 3?—A. No, you cannot mix it.

By the Hon. Mr. Talbot:

Q. There was a statement made about using sulphur or brimstone about restoring the colour of wheat?—A. You cannot use that with wheat, you might with oats or barley. With wheat it is absolutely useless.

Q. In the hospital that the Canadian Pacific railway operates you do not buy any of this grain at all?—A. No, these people who buy it are only a recent thing.

Q. It was stated they buy No. 1 and No. 2 Northern as well?—A. I expect they do.

Q. For the purpose of putting it with this other wheat after they clean it?—A. Exactly.

Q. Do the hospital elevators buy some of the best kinds?—A. Yes. Of course these two elevators are in Fort William. They have a very limited capacity.

By the Hon. Mr. Campbell:

Q. The object of putting in these two drastic clauses was to prevent any possibility of mixing. If the elevator man did not buy any grain at all, it is stated that he would not have any object at all in mixing grain and trying to raise it up and making a little money out of it?—A. Of course you would naturally expect that from an inspector's point of view there could not be too many safeguards, but if you can follow me I will give you my opinion. At present, and if it continues so, we have the inspecting of every car that goes into an elevator. We also have the weighing of it. Mr. Gibbs has a record, each day of how many thousand bushels of No. 1 Northern has gone into an elevator. He keeps an absolute record of it. In the same way we have the weighing and inspection of every bushel that goes out. So that we can tell how many bushels exactly they take in of each grade, and how many bushels they ship out. We have the power by law, in the month of August to go into the elevator and take stock; that is weigh up every bushel in the elevator. If we have the weighing and inspecting of every bushel that goes in and every bushel that goes out, and also the power to take stock; if the thing does not balance, within

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reasonable limits they cannot do much without our knowing it. You must make a little allowance, it will never come out exact. So long as we have the weighing and inspecting and the balancing up at the end of the year or any time we want to, we use the month of August because the elevators are most empty. We have power to weigh up every bushel they have. It is utterly impossible for them to do very much and for us not to get on to it. It was just in that way that all this discrepancy that all this trouble has been about was discovered.

Q. Under this Bill, there would be three commissioners who would be there all the time, right on the job, and if this Bill is carried out, without these two drastic clauses in it, do you think it would be possible or probable that any grain would be mixed?—A. It would be so little, that I do not think they would take the risk, they would be so frightened.

By the Hon. Mr. Douglas:

Q. They have to have a scare-crow out?—A. Yes.

By the Hon. Mr. Campbell:

Q. The penalties are so severe and the mode of detection so easy in my opinion a man would be a fool of fools?—A. There must be a certain percentage allowed, you cannot get it to a cent like you can cash. If it comes within a certain percentage, and in a year or two we will be able to determine what is the right percentage. If the percentage this year is about the same as last year then we will be able to say that is about right. It looks to me as if it is utterly impossible for them to get far away and not be caught.

Q. Then, another thing, supposing these elevators were separated and the owner of a terminal elevator at Fort William had no feeders, how would that affect some of those private elevators at Fort William?—A. It looks to me as if they would want to get out of it.

Q. The grain would grow naturally to the railway elevators?—A. Yes.

Q. And unless it was routed to these private elevators?—A. They would not get any of the business.

Q. Their property would be practically valueless?—A. Yes.

Q. No man would buy an elevator without feeders?—A. No. It put it to yourself, you would not have any stock in it.

Q. Then would it be better for the farmers if this separation was made?—A. How could it help them? It would reduce competition in the country, it seems to me.

Q. The wheat would be bought in the country?—A. It would all go to the railway elevators.

Q. Are there railway elevators of sufficient capacity to handle the grain?—A. No, there would not be quite enough. They would have to be increasing their accommodation, because the products is increasing yearly. Now this year it is not probable but it is possible, if it should be a favourable year, to have a crop of two hundred million bushels.

Q. It has been contended here by some of them that with such a large quantity of grain the railway elevators could not handle it, and even if the private elevators were divorced from the country elevators there would be enough grain coming down for all of them?—A. They might, but they would not get their share so long as the railway elevators could take it. They would only get the overflow. During the busy season it is going out fast as well as coming in fast.

Q. Does the grain stay long in the railway elevators?—A. Not in the shipping season. As a rule perhaps sixty per cent of the crop is marketed at the close of navigation. Sixty per cent is not always shipped out. Half the crop is shipped out and sixty per cent is marketed. When navigation closes it is the study of the shippers to have the grain shipped as fast as possible, and when the season closes you will find the elevators with very low stocks. During the winter the railways will bring grain,

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and they will be filling up the elevators all winter. They are now probably nearly full. Of course the terminal elevators as an investment would like to have them full when navigation closes, but they have not control of that. It is the exporters have control of it.

Q. The exporters would have it in the transfer elevators as much as possible?—
A. Yes.

Q. The rates are very high at the terminal elevators at Fort William?—A. That is not my business, but there is this difference which will be apparent to you. The elevators up there are a different position from those on the other side of the lake. The cars have to be unloaded, the doors have to be opened, it has to be shovelled out, and it is a little more expensive. They are not filled so often—that is, the elevator at the lake is not filled so often. On the other side of the lake the vessel puts the grain into the elevator. The position is considerably different. It is more expensive putting the wheat into the elevator for one thing. There is no cleaning machinery in those elevators across the lake. It takes far more men and the capital invested in proportion to the storage capacity. I suppose, on the Fort William side would be five times as much, I would expect.

Q. I do not think so; an elevator of one million bushels capacity for the Grand Trunk railway and Canadian Pacific railway, the elevators at Piffin and Victoria Harbour, would cost about the same as one of similar capacity at Fort William?—A. There is all the cleaning machinery.

By the Hon. Mr. Lougheed:

Q. How about the capacity of the terminal elevators at Fort William and Port Arthur? Would you regard the capacity as more than adequate for the requirements?—A. It is ample at present, but the quantity is increasing as you know every year, and it will be a very short time before it is insufficient. But for the addition of the Grand Trunk Pacific, it would be more than sufficient now, but the Grand Trunk Pacific has made a difference. It is ample and no more.

By the Hon. Mr. Talbot:

Q. It was suggested that there should be three classes of elevators at Port Arthur and Fort William, the public elevator, the private elevator, and the hospital elevator?—A. That opens up another very large question, of which every one has his opinion. I do not speak for any particular class or any one, but it has appeared to me that if we get this reciprocity there is going to be a determined demand by the western people for some changes. That is the way it looks to me, and one of the changes will be a demand for a sample market. You cannot have a sample market unless there is a market for sample wheat. We have not a market for sample wheat yet. It is so small that it is not a sample market, and it is not feasible under certain conditions. The terror or the feeling that the United States are going to cut into our trade would accentuate the demand for a sample market. I am not advocating a sample market, but merely expressing my opinion. To have this sample market you must have a market for sample wheat, and you cannot have a sample market unless you have a railway stop over at Winnipeg or Fort William, naturally I think Winnipeg, but the Fort William people think it should be Fort William. I think Winnipeg is the natural place, because the grain trade is centred there. The men who own elevators are all there. As the grain inspector I would allow no elevator on the lake front which has shipping facilities on the lake to be other than a public terminal elevator. That is wheat going into them must go in exactly as inspected and go out as inspected, and no mixing or tampering, but after it arrives at Winnipeg, I would make the inspection compulsory. For the sake of the support of the system, have every car inspected just as it is now, but it is held over for say 25 hours; then they have the option of selling this by sample or by grade, but I would allow any one to buy or take these cars, and have their private mixing house either in Winnipeg or Fort William, where they can

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ship the cars and do as they please with them, and put them out again for inspection, but to get an inspection certificate they must be shipped through the public house.

By the Hon. Mr. Power:

Q. You said no terminal public elevator should be allowed to mix?—A. No elevator which has shipping facilities. That would include all the terminal facilities at Fort William. I would not allow them to do anything in Fort William. In Winnipeg I would allow them to take those cars of wheat in and if they could do anything with them in the way of cleaning and so on, let them put them out again.

By the Hon. Mr. Campbell:

Q. You refer to three or four Northern?—A. Yes, if they can do anything with them, but if they want a certificate they must ship them to the public elevators.

Q. What good would that do?—A. It would make a sample market. If they must have a sample market that is the only way they can have it.

Q. Would you allow them to mix and send out?—A. Yes. Then if they want to ship it out on certificate, they must ship it into one of the vessels through the public house.

By the Hon. Mr. Beique:

Q. Would you allow any grain that has been mixed to go into a public elevator?—A. Yes, if it comes up to the standard of the grain coming out of the public house. It would be just as good wheat and kept up just the same as the public house.

Q. And it could be transferred then at Fort William from the elevator in which the mixing has taken place to the public elevator?—A. Yes.

By the Hon. Mr. Campbell:

Q. He would have the mixing house in Winnipeg?—A. Or Fort William.

Q. But after it was mixed it would have to go through the public elevator?—A. Yes, if he wanted a certificate.

Q. Or sold on sample?—A. Yes.

By the Hon. Mr. Loughheed:

Q. What is the object of the inspection at Winnipeg?—A. Because the men who buy are all there, and the samples could be displayed there.

Q. Supposing I am the owner of a car of wheat, and make up my mind to ship it to Fort William, what is the necessity to inspect it at Winnipeg, if I am sufficiently familiar with the class of wheat that is in that car?—A. There is a good deal of expense in connection with it, and I would make the inspection of cars compulsory.

Q. But I as the owner of the car would not get any benefit from the inspection?—A. You get this benefit; the inspection staff would furnish the men to inspect your wheat.

Q. It would lose its identity in your elevator and whatever grade you might give it on inspection I would have to take?—A. Yes.

Q. Its identity is destroyed?—A. Yes. You might find that you could get a better price for the grain on certificate than you would on sample, and you would have that option. A great deal has been said about Manitoba No. 1 compared with the Duluth Northern. The word Northern we got from Duluth. We have borrowed it. I would let them have it back. You have heard of the movement in Saskatchewan. It is not fair that all the wheat out there should be called Manitoba wheat, and they have advocated that it should be changed and I would change the name and call it No. 1 Canada Hard, 1 Duluth Northern, and so on. They do not conflict. They are not compared in the same way. If any wheat from any part of Canada comes up to No. 1 hard I would give it the name No. 1 Canada hard.

Q. In your inspection work you kept an accurate account; your deputy, Gibbs, kept an accurate account of the grades that went into the terminal elevators at Fort William and Port Arthur?—A. Yes.

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Q. Were there statements made to you at regular intervals of what went in?—
A. Yes.

Q. You had periods?—A. Weekly.

Q. What date?—A. Seventh, 14th, 21st, and last day of the month.

Q. A weekly report is also made by the terminal elevator man?—A. To the warehouse commissioner.

Q. You have nothing to do with that?—A. No they do not use the same periods.

Q. Your inspection periods are 7th, 14th, 21st and last day of the month?—A.
Yes.

Q. That is the night of the 7th all grain received or that went through the hands of your officials up to the night of the 7th and the night of the 14th—it included all of that day?—A. No, at Fort William I think they cut off at 12 o'clock, I am not quite positive whether Mr. Gibbs cuts off at 12 o'clock noon or midnight. I think it is 12 o'clock noon.

By the Hon. Mr. Beique:

Q. I understand that in practice there is sometimes a larger quantity of say No 1, going out than has been going in?—A. Well there were the two incidents that there have been so much discussion over—those two incidents that the lawsuit was over.

Q. And the moment there is mixing one would expect that might happen?—A. It should show in that way.

Q. If the mixing practice was permitted as you have stated, what would you think of the feasibility of this: that any surplus would go to help make up the expense, so as to interest the owner of the elevator in the operation of the mixing?—A. Suppose the levator came short, what would you do?

Q. I am bearing that in mind. If the elevator is short, then the shortage should be made up before the surplus should be dealt with. Do you think it is possible that there would be a shortage? In the mixing up, the increased quantity may fall in No. 2 instead of No. 1?—A. If there has been mixing and No. 1 is too much, then No. 2 will be short, I thought you meant if the elevator showed a surplus. There might be a shortage and he would make that up to them.

Q. The shortage would have to be made up?—A. As time went on, year after year, you would see for yourself whether the difference was much compared with what it was the previous years, and in that way there would be a certain percentage developed as to the right compensation, as to what was right, and you would know whether much wrong doing was done.

Q. Don't you think it would disarm the suspicion of that elevator man interested in the mixing and using the mixing for his own benefit, if the surplus was credited to the expenses of inspection?—A. Well, of course, it would be pretty hard to make that legal.

By the Hon. Mr. Watson:

Q. It would be government officials that could be making the profit?—A. Because in the operation of an elevator, if it is honestly operated, there is just as much chance to be a shortage as a surplus.

Q. And it is the government officials who do the weighing?—A. Yes.

Q. Just as much chance of a shortage as a surplus?—A. For this reason: the inspection, when the grain comes in, has definitely settled the dockage; they may not have given the elevator as much dockage as they are entitled to. If it is properly cleaned, and they have not as much dockage as they are entitled to, they will be that much short. Then again if the inspector allows them to put out more dockage than they are entitled to, there will be a surplus, and then it is absolutely impossible to get weighing scales that will always weigh alike. Under the strictest supervision and overhauling, you can weigh from one elevator to another, almost across the track and cannot get them to correspond.

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Q. But the accounts could be made up once a year, and it would be merely the surplus on the whole year that would be credited to the expenditure?—A. Of course if the government thought it wise to make a provision or an enactment of that kind, it would be carried, but you would have also to take into account that when there was a shortage you would have to provide for it.

Q. If the account is made up merely once a year, then in making up the account, you would take into consideration—A. I have no doubt the terminals would all agree to give you the surplus if you would undertake to make up the shortage.

By the Hon. Mr. Lougheed:

Q. You doubtless will hear some grievances of the millers as to the selection of cars, what they all skin grades; would that selection by foreign buyers be sufficient to affect the general average of the particular grade?—A. I do not see any use in discussing a hypothesis. It is not done.

Q. That is to say, there is not such a selection of the grades?—A. There is no selection made. In Winnipeg none of the millers ever come in and select cars.

Q. One would fancy there was a scramble, judging from some of the evidence?—A. I heard it all. It was not my place to contradict it; but it is not done at all.

Q. Consequently the grades are not impaired?—A. Not in that way. The only way a selection is ever made, the milling people will sometimes, in buying a block of wheat, restrict certain parts that they will not take cars from. Sometimes the cars are arriving so fast that there is no chance to make a selection.

By the Hon. Mr. Young:

Q. Is there any selection in loading it?—A. It is all by bins. There is no way of making a selection.

Q. It is suggested they might make some bins a little better than others?—A. No possibility whatever. Mr. Watts spoke about 10,000 bushels being loaded in one part of the boat and 10,000 in another. It is not loaded in that way at all. If there are three consignments of 50,000 bushels, the whole 150,000 go into the boat together, and the man who first takes 50,000 from the boat takes it out of the whole quantity.

Q. And all these distinctions are imaginary?—A. They are hypotheses.

Q. Then as to the settlement of the price of wheat in Liverpool, have you any knowledge of that?—A. No.

Q. Is the price fixed there upon the actual wheat, or upon the specification of the wheat fixed by our statute?—A. As far as that goes it is fixed by the wheat they are getting, because I have had old country men in my office who would tell me—it may seem preposterous for me to say so, but the cargoes of wheat going out of Fort William are so identically alike it is surprising—cargo after cargo comes along and they can't see any difference. They go on buying it on the faith that they are getting the same wheat all the time. When the season first starts, they may consider those samples, but it is the actual wheat they are getting.

By the Hon. Mr. Lougheed:

Q. So if the price in Liverpool were regulated according to the class of wheat, there would be a variety of prices I suppose? That is to say, they assume the wheat to be of a general average?—A. Yes.

Q. And they fix the price not on individual shipments?—A. Not on individual shipments.

By the Hon. Mr. Young:

Q. You take a sample of every car that goes out of Winnipeg?—A. Yes.

Q. Have you had any serious complaints?—A. No, never.

Q. On the contrary, did not some of these people express regret at your resignation?—A. Yes, they expressed regret in a very gratifying way. Another thing came

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up to-day that there is a good deal of misapprehension about. According to one gentleman's evidence he talked about wheat weighing 63 and 64 lbs., and he gave the impression that we were selling 63 lbs. of wheat for 60 lb. price—was not that the impression?

Hon. Mr. MCKAY.—No, he said the measured bushel would weigh more than the 60 lbs.—A. You must remember our wheat is not sold by the bushel at all. It is sold by the pound, and if it weighs 64 lbs. you get paid for 64 lbs.

By Hon. Mr. Campbell:

Q. What he said was that northern wheat standard was 60 lbs. to the bushel, and when it got to Liverpool it was found that it weighed 62 lbs.?—A. That is quite probable. Our experience is that the natural weight of our western wheat is 61 lbs. That is, if wheat in Manitoba will not weigh 61 lbs. there are some defects in it that it is not No. 1 wheat, and that has been proven, and that 61 lbs. is the natural weight of our hard wheat and not 60 lbs. No one ever gets No. 1 wheat from the Northwest that does not weigh 61 lbs. Any one who is familiar with it can tell instantly on looking at it whether the wheat will weigh over 60 lbs. or not.

Q. The law provides that No. 1 Northern Manitoba shall be sound, well cleaned, weighing not less than 60 lbs. to the bushel and shall be composed of 60 per cent at least of hard Fife wheat. He said that some of this wheat went over 62 lbs. to the bushel?—A. That is right

Q. And that another year it might not weigh 60 lbs.?—A. I have never seen it, in all my experience, weigh less than 61 lbs. If it does not weigh 61 lbs. there is some defect about it.

By Hon. Mr. Lougheed:

Q. The margin is always to the advantage of the buyer?—A. The heaviest wheat is not always the best wheat. A Minneapolis miller will take Dakota wheat weighing 60 lbs. in preference to Saskatchewan wheat weighing 61 lbs.

Q. The wheat is so superior that it exceeds the standard?—A. Yes, it works for the enhancement of the value of the wheat.

Q. It goes to the advantage of the buyer, whatever advantage he may get from it?—A. Still, in competing for it, if there is extra value they will bid for it.

Q. Were you present when Mr. McKenzie made the statement a few nights ago as to some shipment of wheat on which returns were made, apparently through the channel of the Canadian Grain Growers Co., or through whatever association he represents?—A. Yes, I heard it.

Q. Would it be possible for a shipment of wheat certified to be of a certain standard grade to be shipped from Canada to arrive in Liverpool and have four per cent dirt, and to be below the grade certified, without you knowing about it?—A. I do not think it possible.

Q. You never heard about it?—A. No, never.

Q. The Liverpool end could have verified the certificate of the inspector?—A. If they had made complaints at all, we certainly would have had it investigated.

Q. There would have been held at this end a sample of that wheat?—A. Yes, we keep the samples of the whole crop for the year. Of course, four per cent was certainly astounding.

Q. You never heard anything about that?—A. Never heard of it.

Q. Did you direct your attention to it?—A. Not directly. A lot of samples came over without our knowing what they meant. We saw some of them, but it never was brought to our personal knowledge.

Q. You do not know how those samples were selected?—A. No.

Q. You do not know whether they were vouched for by a responsible party?—
A. We expect it to be certified to by some official.

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Q. You would have to satisfy yourselves as to its being the identical wheat for which the certificate was issued?—A. And that it is an average sample of the shipment. You must understand that unless the sampling is supervised in that way no one with any interest would take the sample.

Q. If you want to confirm suspicions, I suppose you can get samples that will suit the purpose?—A. Yes, because dirt is sometimes collected in one corner of the cargo, and a sample taken from that corner would prejudice the whole lot. To be of any value, a protest of that kind must be accompanied by a properly certified sample.

Q. An there was a proper channel through which it should be made?—A. Yes.

Q. And that was not resorted to so far as you know?—A. No, I never saw the samples myself to my knowledge.

Q. Had you many complaints from England?—A. Almost none—never anything serious. I told you about that case from St. John. That was serious, and there was also another case from Montreal. It was traced up to the Harbour Commissioner's elevator of Montreal and they paid for it. There have been only two cases in two years that I have heard of.

By Hon. Mr. Lougheed:

Q. The insertion of these two clauses in the Act must be construed as a confession that it would be impossible to have an adequate inspection system carried out or administrated by government officials?—A. That is the inference.

Q. Do you agree with the inference?—A. I do, having these clauses in the inference would be that the inspection staff were incompetent or incapable of making a check.

By the Chairman:

Q. You do not think they are?—A. No.

By Hon. Mr. Lougheed:

Q. Do you think proper inspection is a sufficient safeguard to maintain the integrity of the standards?—A. I do not know any way to do it better.

By Mr. Bowers:

Q. If a sample market were started, would it affect the grading system injuriously?—A. I do not know that it would affect it injuriously. You must remember that no inspector would like it because it puts on the grain inspector a great deal more responsibility on account of the difficulty of keeping these mixing elevators up to the requirement.

Q. Would it affect, injuriously, those who are doing their business through the grading system?—A. I am only telling you, I expect there will be such a pressure made, that you will have to try and meet it, and that is the way I think you will have to meet it. They have a certificate and if they can sell it best that way all right. If they can sell it better by sample, they have that option.

Q. You said the grain should be inspected as it goes to Winnipeg?—A. Yes.

Q. Then you said if they were allowed to sell on samples or to do mixing, it should go through the public terminal before getting a certificate?—A. Yes, it would have to be equal to the grade.

Q. Would it be equal to the average?—A. Yes, you could make that stipulation. It would go back to the public terminal as good as the wheat going out.

Q. The number of bushels of the same quality?—A. No, it would not be the same number of bushels, I would pay no attention to that; they would do as they pleased about that, but the minute they put it into a public terminal they must not be allowed to do anything with it. It would be received the same as another car arriving from the country.

Q. What advantage would the mixing be then?—A. That is for the grain men to determine. I would not give them any more than that. If it is no advantage they would not do it.

By the Hon. Mr. Campbell:

Q. I do not see that it is any advantage?—A. Half a loaf is better than no bread. Of course I am merely giving you this as an expression of opinion. You will find that there will be so many requests, that compromises will have to be made.

By Mr. Bower:

Q. I understand you to say that if the wheat went through this mixing elevator there should be no grade given?—A. No, I did not say that. To get an inspection certificate it must be shipped out through the public elevator.

Q. Why are you objecting to giving that certificate, if it went back into the public elevator that it went into the mixing elevator. Would not the going through the mixing elevator deteriorate that grade?—A. It should not.

By the Hon. Mr. Watson:

Q. As I understand you, if the grain went into a mixing elevator, you would pay no attention to that certificate?—A. None whatever.

By Mr. Bower:

Q. I understood you to say that you would be willing to allow that grain to come back into the public elevator, is there not a possibility of mixing that, so that it would be right down to the lowest point?—A. If you allow it you must enact that it must be up to the average of the wheat coming out of the public elevator.

Q. Coming from the country direct to this mixing elevator there are different qualities of a certain grade, but coming out of the mixing elevator would not the qualities be all alike?—A. They would be low if you would allow them; they would be below the grade.

Q. Could they not make them down to that point, and still pass your inspection?—A. Not if you enact that they would not get a certificate. If you make the specification right then they must be up to the average coming from the other house. Just as it is now, there are few houses in Winnipeg that do not do very much; when they ship out, they always want to ship out up to the standard. It must be equal to the average coming out of Fort William.

Q. You have special specifications for this grain?—A. Put it all in one specification.

Q. I do not see how it would work unless you had a special specification?—A. You could have a special clause governing these mixing elevators.

By the Hon. Mr. Young:

Q. Would it not be possible that a great deal of this grain would go out of that mixing elevator by sample?—A. Quite possible and very likely.

By the Hon. Mr. Campbell:

Q. Would not the fact that you allowed mixing of the higher grades of wheat have a tendency to discredit it in the world's market?—A. It might.

Q. If it was known that No. 1, 2, and 3 Northern could not be mixed?—A. Certainly, if you can stand to that, in the face of the demands that will be made, good and well.

Q. Our grain commands a higher price in Liverpool now than any other grain in the world?—A. I have been hearing so much, since reciprocity was talked about, of diverting our wheat to Duluth unless something of this kind was done, that I have been thinking over how it would be met.

By Hon. Mr. Béique:

Q. I understand that you are uncertain as to what conditions may develop. Don't you think that the Bill should be made flexible enough, so that the commission

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may have the proper latitude?—A. That would meet the difficulty, if the commissioners have that power, that would do it.

By Hon. Mr. Power:

Q. Has this system been in use—of weighing in and out—for years and years?—A. Yes, this last year a system of registration has been put in. That is intended as an additional check. That is very rigid.

Q. Is the grain in the hospital elevators weighed up in the same way?—A. You cannot check it as closely as to grades, you can as to quantities. Damp wheat, No. 2 Northern will come out as dry No. 2 Northern. There would be a shrinkage, of course.

Q. I understand these hospital elevators are buying some good grain; will they not be turning out more bushels of a certain grade than they take in?—A. I cannot answer much about these elevators, because they are a new thing, and it is only in the last year or so that they have been active. Muirhead & Black are not more than a year old, and Davidson & Smith, it is only in the last year or two that they have done much buying of damaged grain.

By the Chairman:

Q. I should like to know what you think would be the practical result of the passing of these clauses 123 and 242, into law?—A. As business men, you can all understand that these terminals were all built in connection with lines of elevators in the country, which were expected to supply the traffic. Without the country elevators their source of revenue is gone. No one would care to ship any wheat to them. They do not get much outside wheat. Hardly any farmer would ship wheat into these elevators; he sends it to the Canadian Pacific railway elevators as they are disinterested. I suppose ninety per cent of the wheat that goes into these elevators is from their own buying. If you disassociate the two you take away their source of revenue.

Q. You said that you had no complaints from Liverpool?—A. No serious complaints.

Q. Have you any serious complaints from the farmers' end?—A. Yes.

Q. Tell us about that. What is the nature of the complaints and were they well founded?—A. Very few farmers ship anything but No. 1 wheat. It does not all inspect No. 1. We do not have nearly as many complaints now as we used to get because it is better understood. Most of the farmers know that they can call us up. Our farmers as a rule are large shippers. They ship thousands of bushels. They generally have a commission man who looks after it for them. They tell the commission man that their wheat is No. 1 wheat, and clean, and that there should not be any dockage, and 'if it does not inspect such-and-such a grade call us up at our expense.' The commission man will come down and look over our samples. Our samples are open to the inspection of everybody. He will say, 'Mr. So-and-so shipped that wheat, he protests that it is No. 1 wheat, but it is only No. 2. I will write to him and if I cannot satisfy him and if he still wants a survey I will ask him to wire me.' In that way a great deal of the friction is kept down. Another thing that makes for peace, three or four years ago a Dominion government shipping agent was appointed, D. D. Campbell, and a great many farmers now instruct him to look after their wheat. This man acts as a buffer between the grain inspector and the farmer, and he has been of inestimable value because he reasons with the farmers and he will say, 'There is no use protesting because in my opinion you have got what is coming to you.' He has been a very useful man. The farmer may still protest, and in that case a survey will be brought on. It does not average more than three cars to the thousand, that are surveyed.

Q. There is something said about plugging, I do not know just what that means?

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—A. Plugging is a car loaded for the purpose of deceiving the inspector. Trash will be hid in parts of the car and covered with good wheat, but the inspector will get at it.

Q. Is that carried on to any extent?—A. I could not say that it is carried on to any extent, but it is surprising how much of it there is.

Q. On more than one occasion something has been said of a shortage which appears to have occurred in the quantity of grain delivered out of a steamboat, being less than that elevated into it; how could that happen?—A. Yes, that did happen, especially three years ago there were many, many such cases, and the vessel men seemed to take it always for granted that the fault lay with Fort William. I myself met Mr. Wright, President of the Dominion Marine Association, and his secretary at Fort William. We went through all the elevators, and I showed them all the weigh scales in our system, and I asked for any suggestion as to any better way of doing it. We had all the scales thoroughly gone over by the Department of Weights and Measures. Still discrepancies occurred, until we begged of them to pay a little more attention to the discharging. It was not caused at our end. It was the unloading on the Georgian Bay side without supervision of any kind, further than the tally man from the vessel. We have now an official whose business it is to look after these complaints, and we have repeatedly sent him to Midland, Meaford, Buffalo and Goderich to investigate these complaints, and he has been remarkably successful in fixing the matter and showing them that the trouble was at the other end, so much so that for the last twelve months we have hardly ever been charged with discrepancy. If there is, they look for it at the other end. It is not very long since we sent this man to Tiffin and he found a whole draft of a thousand bushels missed in their weighing. We got a discrepancy in the same way in Buffalo, and even in Goderich. If you would like to have that man appear before you I think I can get him to come in.

By Hon. Mr. Watson:

Q. Does not a clearing-house help the weights?—A. No, but a clearing-house helps in this way: Since the clearing-house was instituted a vessel will load its whole cargo at one elevator and if there is anything wrong there is only one elevator to investigate, but the weighing is not done any differently.

Q. The light weights are less frequent now than they used to be?—A. They are nothing now compared to what they used to be. A few days ago I had a report from the official weighmaster at Buffalo, and that report says that the wheat arriving from Fort William that the weights were most satisfactory, more satisfactory than from any other port in America. When I say Fort William I mean Fort William and Port Arthur.

By Hon. Mr. Young:

Q. You speak of your scales in Fort William weighing a thousand bushels, they are practically uniform?—A. No, some of the new elevators have a much larger capacity scale, 40,000 is the smallest and it goes up to 100,000.

Q. Have you examined the equipment in the transfer elevator across the lakes?—A. No.

Q. You have no knowledge as to the scales they employ?—A. No.

Q. I understand the scales in the transfer elevators are very small?—A. I have been in the marine tower of some of these elevators at Meaford, and Midland, and Owen Sound. The marine towers in some of them are so built that they cannot have large scales. They only weigh about 300 bushels, that is certainly a drawback.

Q. There is there more opportunity for errors?—A. Yes, because they have to weigh so fast.

By the Chairman:

Q. What proportion of the grain of the Northwest is held by the farmers, after it has been graded into the terminal elevators at Fort William?—A. That is impossible to ascertain because after the wheat goes into the elevator we do not know who

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owns it until someone asks for it to be delivered. It is continually changing hands. Sometimes in a good market there will be wheat in the elevator that does not come into the market, no one offering it for sale and the inference is that it was carried by farmers.

Q. The wheat that is carried in the elevators over winter, is that generally owned by farmers?—A. Owned by all classes.

Q. You said you thought it would be desirable to provide that no public terminal elevator on the waterside should be allowed to mix before shipment?—A. To mix at all after the wheat is inspected in, it must remain as inspected in, without being tampered with.

Q. No public terminal elevator on the waterside should be allowed to mix.

By Mr. Bowers:

Q. Would there be any advantage in mixing? Would it be any advantage to an operator to do any mixing in the terminals if all the terminal elevator men were allowed to do mixing?—A. No, I do not think there would be.

Q. If Minneapolis practised mixing, and there was no mixing allowed at the Canadian terminals, which would have the advantage in procuring patrons?—A. I do not understand your question, because we are saying we would allow mixing.

Q. You do not allow mixing in the Canadian terminals?—A. They do not in Duluth terminals either.

Mr. SEARLE.—Yes, they do. Mr. Horn is wrong.

Mr. HEFFELFINGER.—It is absolutely legal there now.

Mr. HORN.—Mr. Searle knows, but I have always been told that in public terminals elevators at Duluth they do not allow mixing.

Mr. WELLS.—The law was changed in 1909.

By Mr. Bowers:

Q. If mixing is practised at Minneapolis and no mixing allowed in Canadian terminals, will the Canadian terminals have any advantage over the system in inducing patronage to come that way?—A. I do not see why we should be influenced by them at all.

Q. Would the average shipper prefer shipping through Canadian terminals if there is no mixing allowed, if at the same time there is mixing allowed in the Duluth terminals?—A. If there is no mixing whatever allowed here, that will be an inducement for the Minneapolis operator to come to Winnipeg and buy wheat for mixing down there?

Q. To that extent?—A. Yes.

Q. But the producer who has elevators out through the country, who wants to ship to the old country market, to hold his grain and export it himself—will there be any inducement for him to ship through the Canadian terminals, knowing he is going to get a certificate that cannot be questioned, rather than to ship by Duluth and Minneapolis where the grain may be mixed?—A. I do not think he would ship there. He might sell it to go there.

Q. But he would export and he would want to put it through the Canadian terminals?—A. Nobody exports wheat in that way either through Port Arthur or Duluth.

Q. If he can sell it to the exporter in the Canadian terminals, would there not be an inducement to put it through the Canadian terminals? If the Canadian system is supposed to be better than the American system, will it not induce people to ship through the Canadian terminals rather than through the American terminals?—A. I do not see why he should ship through the American terminals when he can sell it to the United States right there.

Q. Then would the exporter, the man who does the shipping, prefer buying it out of the Canadian elevator rather than through the other?—A. Yes.

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Q. The idea is that it would induce patronage, by keeping the Canadian standard high and safe?—A. Yes.

Q. Then the fears of the people at Port Arthur that the grain would be diverted to the United States would not be well founded, because there is no mixing allowed there. I understood they wanted to allow mixing in the Canadian terminals so as to compete with the Americans.

Hon. Mr. CAMPBELL.—They did not advocate that.

Mr. HEFFELFINGER.—No, we did not.

Hon. Mr. WATSON.—The Port Arthur delegation did.

By Mr. Bowers:

Q. The Canadian system is better than the United States system because the grain is not mixed here. Is that not your opinion?—A. You asked me if they would ship to Minneapolis or Duluth. The operator who buys it will ship it there. Any one who allows his wheat to go to Minneapolis and Duluth will get rid of it at Winnipeg, and the Minneapolis and Duluth men will take care of it after that. He will buy it outright. If he can get more for it at Duluth, it will go there. The American representatives will pay more for it than he can realize and he will never ship it himself.

Q. Will the Fort William and Port Arthur people lose the trade because there is a better system of inspection there than at Duluth?—A. I do not see how I can answer that question. It is a theoretical one.

Q. Is it not reasonable to suppose that the people who are using the system would prefer the system that would give them the greatest security?—A. Yes, if they are not selling wheat, if they are shipping it to be stored and exported, they will ship to Fort William and Port Arthur, but if they are selling it outright, then it is a different matter, and they will sell it outright if it goes to Minneapolis or Duluth.

By Hon. Mr. Beique:

Q. I understand that in Duluth the system was changed. Up to that time no mixing was allowed, and now they allow mixing. That would tend to show opinions are divided at least, that there are people who think that there is an advantage in having the mixing?—A. Mr. Bowers must get in to his mind that the minute any of our wheat crosses the boundary it is no longer Canadian wheat, it is Minnesota wheat to all intents and purposes; that is with reciprocity; it is gone there and is no longer Canadian wheat, and Canadian wheat by Duluth I do not think will ever compete with Canadian via Fort William, because it will be Minnesota wheat always, even if it came from the Northwest.

The committee adjourned till 12 o'clock, to-morrow.

March 29, 1911.

Committee resumed at 5.30 p.m.

Mr. HORN, re-called.

By Hon. Mr. Campbell:

Q. Last night you spoke about certificates being registered as something new that has been instituted the last year; would you kindly tell us how that is done and who does it?—A. As far as I can; of course I have not done it myself. My understanding of it is this way; each day the elevator makes a list of its day's unloading.

Q. List of what?—A. Of the cars unloaded at the elevator, giving the grade and dockage and the official weight. A tissue copy of this is made and sent to the grain inspector's office. The grain inspector checks that with his own record to see if any mistake has been made, and we call up the elevator if any has been made. The ele-

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vator send this list to their head office, accompanied by an inspection certificate, and a weight certificate for each car.

Q. Their office make out from that a warehouse receipt for each car; this warehouse receipt gives the grade and weight for each separate car?—A. Yes, for each separate car. They take this warehouse receipt to the registrar, accompanied by a weight certificate and the inspection certificate, so that the registrar sees that the warehouse receipt agrees with the official weight, and the official inspection. He makes a record of it in his book and he signs this warehouse receipt and it is then an official document, negotiable on the exchange. Of course every terminal elevator, in order to get the benefit of this must be a member of the grain exchange.

Q. Where is that registrar located?—A. In Winnipeg, on the Grain Exchange; although he has an office in Fort William also. The manager of the Lake Clearance Association is also the official registrar, it is done in the same office. Then when they come to ship out there must be a registered warehouse receipt to render for the exact amount of the shipment made.

Q. Those very certificates?—A. Yes, you take them to the registrar to be cancelled, accompanied by the grain inspector's inspection certificate and the official weight. And he cancels the certificates exactly to the amount shipped and surrendered.

Q. Supposing the elevator man, at the end of the season, has 10,000 bushels of wheat more than the certificates call for?—A. Then he has 10,000 bushels that he has no business to have.

Q. What becomes of that?—A. This has only been in operation this year. That has not occurred yet. At the end of the year that may happen.

Q. Can he ship it out?—A. No he cannot ship out without certificate, without surrendering a warehouse receipt. Then the cars are inspected into the elevator; they are put into a bin under government supervision. They are then inspected and sent to the registrar and he records the certificate and that is the warehouse receipt for each car. He takes up the grain inspector's inspection certificate and the official weight certificate and he issues in their place a certificate for exactly the same quantity, and naming the same goods as on the certificate.

Q. No wheat can be shipped out unless this certificate is produced?—A. That is the intention. The expense is borne partly by the shipper of the wheat, partly by the terminal elevator and partly by the department; the department contributes \$5 000.

Q. Who appoints the registrar?—A. The Grain Exchange, of Winnipeg.

Q. If there should be a surplus it cannot be shipped out without a certificate?—
A No, not without a warehouse receipt.

By the Hon. Mr. Beique:

Q. If there is a surplus of 10,000 bushels and it is not covered by any warehouse receipt?—A. He should not have that surplus.

Q. He has it and he can dispose of it?—A. No, he is not able to ship out without surrendering a warehouse receipt. The inspector would prevent him from taking this wheat out. He would be liable to be disciplined by the grain exchange.

By the Chairman:

Q. If the certificates are all cancelled there would be no wheat there?—A. No, if there is he has what he could not have.

Q. There would be no machinery by which he could dispose of it?—A. There would be an investigation.

By the Hon. Mr. Beique:

Q. What would be the result of the investigation?—A. The license of the elevator might be cancelled and they would not be able to do business. It would be in

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the discretion of the government. This is the first year it has been in operation. It has not been in operation a whole year yet.

By the Chairman:

Q. You do not know whether such a condition will be found or not?—A. No.

By the Hon. Mr. Campbell:

Q. I suppose some reasonable amount would be allowed?—A. Yes, it cannot come out exactly. If it does come out exactly we would think there is something wrong and that they had been able to fix it.

By the Hon. Mr. Davis:

Q. We have had a lot of evidence here to the effect that if mixing is not allowed at Fort William it will have a tendency to drive our wheat to Duluth?—A. Yes, I know there is a large element talking that way.

Q. What do you think about it?—A. We discussed that last night very fully.

By Mr. Young:

Q. Was this registration adopted with the view of having one more safeguard to the operation of the terminal elevators?—A. Yes, that was the sole intention.

Q. Can you suggest any other safeguard that could be put in?—A. The only other might be put in might look a little more stringent if this registrar was a government official, that is the only thing.

Q. Insead of being appointed by the grain exchange?—A. Yes, if it is thought wise to have it that way.

Statement by A. L. Searle read by the secretary as follows:—

Some statements have been made by different interests which have appeared before this committee and which briefly I would like to answer.

Mr. McKenzie made the statement that the transportation of all Canadian grain from the time it left the initial point until it reached its ultimate destination in Liverpool, was in the hands of common carriers with the exception of that period when it was handled by the terminal elevators at Port Arthur and Fort William. This statement would not be correct as to the large volume of Canadian grain passing through the elevators in Buffalo and also at some of the eastern shipping ports, as the elevators at Buffalo and at New York are operated by corporations that are not common carriers. Mr. McKenzie also made the statement and quoted from the report of the North Dakota Farmers' Association that Durham wheat owing to the system of mixing, sold at I believe from 10 to 20 cents under No. 1 Northern wheat. You may not understand from the way he put it that Durham wheat is an entirely distinct variety of grain and is not admitted anywhere into the grades of the regular spring wheats. There are special grades established for this class of grain by the state of Minnesota and Durham wheat is not carried in any of the spring wheat grades. It may be used by the millers in small proportions to mix in as they are grinding with their other grades of wheat, but I submit that it is not fair to place the blame for the discount at which Durham wheat sells under the spring wheat grades upon the elevator owners and operators. Durham wheat is very largely sold for export going to the countries where macaroni is largely used, as this class of wheat flour makes better macaroni than the other varieties, and the millers claim that it is not the bread wheat flour in that sense of the term.

It is a well known fact that there is considerable jealousy between the state government of North Dakota and that of Minnesota with reference to the inspection of grain and from this feeling more or less complaint results. As, however, this is not a matter that is now under investigation by this committee, I will not dwell upon it further.

Mr. McKenzie stated that the British American Elevator Company, Limited, did

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not have authority to buy and sell grain, nor to operate terminal elevators. For the information of this committee, which they can verify by obtaining a copy of the charter of the British American Elevator Company, will say that under their charter they are authorized to transact practically every business authorized by Corporation Act with the exception of building railroads and doing a banking business.

Mr. Watts made the statement as proof that mixing of grain was not a benefit upon the whole, that the Minneapolis mills paid three cents per bushel more for track wheat than for wheat out of store. While I do not wish at all to discuss this question of mixing, for your information would say that the Minneapolis mills do not pay any more for track wheat upon the whole than do the elevators, but that they do pay more for track wheat in the price than they would for wheat in store in elevators as the charge for loading out of store and of switching to the mills from storage elevator is approximately $1\frac{1}{2}$ cents per bushel. They would naturally of course prefer to pay this premium and sometimes a trifle more than this for wheat direct from the country rather than to take delivery of wheat from store.

Mr. Watts also intimated and referred to the Peavey interests in his statement, that they bought large quantities of wheat for storage in their terminals and that when the millers or exporters wanted to buy wheat they practically held them up for an exorbitant price. For your information I wish to state that the Peavey interests during the fall of the year and up until the close of navigation do not buy any wheat for storage in their Port Arthur terminals. They did not own any wheat at all at any time during the past fall in the Port Arthur elevator and only commenced buying wheat for storage at that point after the close of navigation in December. During the month of May, which is usually the first month that navigation opens, there is usually no difficulty in getting 1 Northern wheat at May price and if a miller wanted any he could buy May wheat and take delivery.

With reference to the map which Mr. Watts has shown you and his nice little story with reference to the making of selection of different grades by the elevator operator, would suggest for your consideration the clauses with reference to the binning of grain provided for in the Act which clearly stated that all of this binning shall be done by a government official.

As a further indication that his little tale would not and does not work out in practice, will state that the Peavey company are not exporters of Canadian grain and have no connection with a firm that is and that they do not do shipping of grain from Port Arthur, but sell their grain to the Winnipeg exporters and deliver the warehouse receipts to them. These receipts are in turn delivered by the exporter to the manager of the Lake Carriers' Association. When shipments are made and ordered out it is done by the manager of the Lake Carriers' Clearing Association and the elevator operator does not know to whom this grain belongs. The exporter to whom the Peavey company sells grain may turn in his receipts to the Lake Clearing Association and get delivery from some other elevator entirely.

I submit that the above questions discussed are not at all relevant to the question under consideration by your honourable committee of clauses 123 and 242 and would not have felt like discussing them had they not been brought in by the gentleman above referred to.

Mr. BOWER.—As that paper had not come to our hands we are only replying to the arguments that have been advanced. This Bill as it stands is satisfactory to us and we are only replying to arguments that have been advanced by others. I would not attempt to reply to that paper after one hearing of the reading of it. I want to say that one thing in it is entirely incorrect. It is stated that Mr. Mackenzie in his paper said that the North Dakota Farmers' Association had an investigation. It was the report of the State Commission appointed by the State of North Dakota, which spent the summer at Minneapolis and made a report to the State legislature. It is their report and not any farmer's report. I do not think Mr. Mackenzie took

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up the question of Durham wheat at all. I want to say further that we have been depending on the officials of the government coming forward and putting the case plainly and clearly before you and for that reason we have not entered into some of the questions which we expect Mr. Cassels will be asked and will reply to and his replies will be authoritative. We will not consider that our case is ended until Mr. Cassels is heard. I hope the committee will take some steps to wait until he is ready to give the information which is required and which our statement of the case demands.

In reply to the gentlemen from Fort William and Port Arthur, I wish to say that the farmers fully agree with them in their desire to keep the grain trade flowing through their ports.

In their conclusions, however, as to the effect these clauses in the Act would have on the trade they are entirely wrong. They appear to assume that the Minneapolis system of handling grain would be preferable to our Canadian system as it would be under this Act, but the reports of the State commissioners which we have submitted should be sufficient evidence that the Minneapolis system is not satisfactory to the American producers, inasmuch as their State commissioners recommend that the State take the very steps and do the very things that this Bill provides for.

The gentlemen admitted that in our Canadian system a high standard should be maintained and yet they ask that it be made uniform with the United States system which is admittedly an inferior system so that making our system uniform with theirs would be taking a step backwards.

It has been stated that the higher price paid in the United States is due to the demand for certain grades needed for local consumption; this being the case, it follows that when the local demand is satisfied there would need to be some other reason to induce the grain to go there. It is evident from the gentlemen's arguments that the reason they apprehend is the thought that the point where mixing is permitted would draw the trade.

Now it has been shown and it has been agreed to by Mr. Horn that anyone shipping to the export market will always patronize that system which gives him the greatest security from mixing and consequent deterioration of grades. So that if that greater security is obtained in shipping through the Canadian system, it surely follows that the Canadian system will get the trade and that practically the only grain that will find its way to the American ports from Canada will be that limited amount required to supply their demand for blending for local consumption. It is admitted that mixing is advantageous to the elevator man only when he has a monopoly or semi-monopoly of the mixing business and that his gain is some one else's loss and we submit that this grain Act should be so framed as to most jealously guard the security of our system and keep its reputation above suspicion, but just so long as mixing is permitted under the regulations, and just so long as the incentive to deceive on the part of the operator remains, deception will be practiced and suspicion will remain.

A few days ago in replying to the question asked by Senator Beique, I wrote him a letter trying to explain the answer more fully, and if he likes that letter might be submitted to the committee. I used Mr. Horn's name because I asked him a question last night and he did not understand it fully and I put it to him later and he understood it, and I think he is quite willing to back me up in what I say.

By the Hon. Mr. Davis:

Q. Do you think we should have Mr. Cassels?—A. I think it is essential. I do not think you gentlemen can assume you heard our case until you have heard Mr. Cassels.

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Mr. MACKENZIE appeared before the committee and read the following statement.

Mr. Chairman and members of the Committee:

In further reference to the statement that I have already made giving reasons why the clauses under consideration should be retained in the Grain Bill, let me point out that the purpose intended to be accomplished by those provisions is to create a condition that would permit of the grain produced in Western Canada being placed on the consuming markets in the best possible condition, and in such a way that it will command the highest price in competition with grain from all other countries. The objection to the condition at Fort William and Port Arthur that the proposed Bill contemplates correcting is that grain handlers from interior points also warehouse the grain at the lake front. I have already pointed out the peculiar position of the terminal elevators at Fort William and Port Arthur, inasmuch as they form a link in our transportation system, and it is therefore of vital importance that that link should be properly protected. Those opposed to the clauses suggest that if their present method of operation is interfered with, they will divert the grain which they purchase in the interior to other terminals. That is as much as to say that they will not submit to warehousing their purchases at country points in any other terminals than those owned and operated by themselves; if that privilege is denied them in Canada they will avail themselves of their own terminals at Duluth.

Another point that has come out clearly in evidence is the value the large grain operators set on owning terminal storage, and it has been stated by the representatives of the Peavey interests that unless they owned and operated terminals they would not want to operate their interior elevators. It has already been pointed out that under present conditions the tendency is for the grain trade of the interior to pass under the control of the terminal elevator owners, and that undesirable situation is rapidly being realized and no one will deny that that should be avoided.

One of the most outstanding features in the grain trade is the fluctuation in the price of wheat. There is no article of commerce in which there is so much fluctuation in price as wheat, and there is no article in commerce that should be so stable in value. This very unfortunate situation is undoubtedly brought about by large monied interests securing control of terminal storage at large grain centers. It has been pointed out by the Peavey interests that in addition to their Canadian terminals, they own large storage terminals at Chicago, Duluth, Minneapolis, Kansas City, Omaha, and perhaps other points, thus enabling them to accumulate large blocks of grain at these terminal elevators and to manipulate the market, working the option market of one point against the other.

Considerable has been said about the relative prices of northern wheat in Winnipeg and Minneapolis. In this connection let me point out that wheat, like horses, has a value according to its class. It would not be fair to compare the price of a draft horse with that of a driver, and the same difference exists between the value of northern hard wheat as compared with the value of soft wheats raised farther south. Manitoba hard wheat has a special value for blending purposes, and should not be compared with other wheats which have not such value, when speaking of prices. An attempt has been made to explain the difference between comparative values of wheat in Winnipeg and Minneapolis by pointing out the differences on the option markets in Chicago, Minneapolis and Kansas City. The real explanation is that in Minneapolis No. 1 Northern wheat forms the base price, while in Chicago and Kansas City, Kansas wheat, which never has the same intrinsic value as northern wheat forms the base price. I attach hereto a statement showing the comparative prices of cash wheat in Minneapolis and Winnipeg during the year 1910, and also a statement showing prices at adjacent country points on each side of the international boundary line.

Considerable has been said about the relative value of Manitoba and Duluth wheat in the Liverpool market, and as to whether or not maintaining a high standard

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of Manitoba wheat enables it to secure higher prices in Liverpool. Manitoba wheat is sold in Liverpool in three ways: First, on future delivery contracts, a copy of which contract I hereto attach; second, by parcels for future delivery; and third, spot cash, which is usually sold on sample on the Liverpool cash market. The spot cash market is where the millers usually secure their requirements. It will be noticed that on the future contract, American red wheat, either Manitoba or Northern United States, or soft winter wheat, hard winter wheat, Argentine wheat or Australian wheat are deliverable at the option of the seller. On the parcel market Manitoba wheat only is deliverable on contract, and it is very significant to note the difference in the price. The sales of parcels of Manitoba wheat are invariably made on the Dominion government certificate, which certificate is final, the importer having to accept any Manitoba wheat carrying the Manitoba certificate offered by the seller. That, gentlemen, clearly indicates to you the importance of having that wheat exactly what the certificate calls for, and there is where the diluting of our grain in transit, or the exporting of wheat containing weed seeds tends to reduce the price paid by the British importer for our wheat. That does not apply to wheat sold on the future market. The Canadian certificate in that case carries no weight, the value of the grain tendered on a contract being fixed by the grading committee of the Liverpool Corn Trade Association. The specification on which that grain is accepted is very significant. For Manitoba spring wheat the basis of weight is 60 pounds to the measured bushel. United States northern wheat, basis of wheat, 59 pounds; soft winter wheat, 61 pounds, hard winter wheat, 60½ pounds; Argentine wheats, Rosario-Santa Fe type, 60½ pounds; Bahia Blanca type, 60½ pounds; Australian wheat, 61½ pounds. The specification continues as follows: 'No wheat shall be graded which in the opinion of the grading committee, has any defect which would render it unsuitable for general milling purposes.

'Subject always to this proviso, basis wheat may contain some heated, sprouted, frosted and / or smutted grains, and a proportionately increased quantity may be allowed if warranted by an improvement in weight or in other respects.

'No wheat weighing more than one pound per imperial bushel under the basis weight shall be graded.

'No wheat which complies with the weight requirements shall be rejected on account of the presence of heated, sprouted, frosted and / or smutted grains or other defects if, in the opinion of the grading committee, it is not more than one penny per cental inferior to basis quality.

'The allowances, if any, shall be in gradations of not less than one-half penny per cental.

'The basis of weights as hereinbefore provided is per imperial bushel at time of grading.

'Spring wheats must be reasonably hard of their respective types, and all descriptions of wheat must be reasonably clean of their respective types.

'American red wheat must be wheat grown east of the Rocky mountains in the United States of North America and Canada, except where otherwise provided.'

This rule of the Liverpool Corn Trade Association to become effective March 21, 1910.

To illustrate the value of Manitoba wheat in these three different positions, I will quote you prices at Liverpool on February 14 last as reported by the Liverpool *Corn Trade News*:

Future sales, Red graded wheat, March option, \$1.00½ per bushel; parcel sales, c.i.f., Liverpool, 1 Northern Manitoba, \$1.06½; February or March, 3 Northern, \$1.02; spot cash 1 Northern Manitoba, \$1.11 per bushel showing a difference between spot cash and future of 10½ cents, and between spot cash and parcel sales of 4½ cents. To further illustrate the situation on the spot market of the different wheats accepted on the future market, I quote you the following prices at Liverpool on the same date: Australian, \$1.09½ per gushel; 1 Northern Manitoba, \$1.11; 2 Red Winter Argentina, 99½, Russian, 88½ to \$1.02; Azima, old, \$1.15½; Ulka, old, \$1.08.

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Clearly the object of the Canadian people should be to place their hard wheat as spot wheat at Liverpool, so as to get the price that the British miller is willing to pay for it, and one of the essentials in attaining that end is to retain the high standard placed upon their wheat by the government inspector at the initial point.

Mr. Proctor, the senior member of Proctor and Sons, one of the largest grain importing firms in Liverpool, while on a tour of inspection of Canadian grain conditions last fall, told me that if Canadians could deliver their grain from the vessel in Liverpool to the miller of the standard that it leaves the farmers, they could secure from four or five cents more per bushel than they now receive, on account of its high value for blending purposes. The western people recognize this situation, and as I have already stated, have not hesitated to incur large liabilities that the grain may be properly handled in the interior, and they do look with confidence to the Dominion parliament to remedy the existing evil at the terminals at Fort William and Port Arthur, through which their grain must necessarily pass.

Two charges have been made and reiterated against the terminal elevator operators. First, that they lower the grade of wheat by mixing higher grades with inferior, and that the lowering in grade by mixing lowers the export price, and consequently lowers the price to the farmer; second, that they do not clean the grain as the inspection requires, but ship it out dirty.

As to the first charge, we are willing to leave the case to the report made by Mr. Cassels, the warehouse commissioner to the Department of Trade and Commerce, as the result of his investigation at the terminals at the close of navigation in 1910. As to the second charge, the Royal Grain Commission, appointed by the government to investigate grain conditions in 1907, found that grain shipped out of the terminals was not clean to inspection requirements. That charge is reiterated continuously by Ontario millers who have to use wheat out of these terminals in their mills. The grain growers' associations are investigating on their own account as to the truth of these charges. They made an honest effort to secure samples of grain as it arrived at English ports, and I have given the committee the result of that effort in tabulated form with regard to 40 samples secured at intervals from steamships arriving with cargoes at Liverpool, covering a period of three months. The grain growers' associations are not doing a detective business, their only purpose being to satisfy themselves as to the manner in which Manitoba wheat reaches its ultimate market. We believe, and the general public will believe, that these samples illustrate clearly that Manitoba grain does not reach Liverpool as clean as it ought to be, notwithstanding the fact that criticism has been directed by some members of the committee as to the authenticity of these samples, and even the late chief inspector has suggested that the samples were not taken honestly. I might easily retort by saying that that exact criticism is made of those who sample and inspect the grain going out of the terminals at Fort William and Port Arthur, but the ex-chief inspector would not suggest that any such thing happens. I would submit that while it may be conceived possible that grain might be diluted in transit through the transfer elevators by the admixture of grain of a lower quality it is not possible to mix weed seeds with the grain in the transfer elevators, because they do not carry any such stock, so it may be taken for granted that whatever dirt is in the grain when it reaches Liverpool was in it when it passed out of the terminal elevators at Fort William and Port Arthur.

It has been given in evidence before this committee that a commission appointed by the North Dakota legislature to investigate conditions at the terminals of Minneapolis and Duluth has reported that Dakota wheat is reduced in value from 5 to 8 cents a bushel by improper practices at those terminals. There is a feeling of injustice in the minds of farmers and millers that they do not receive fair treatment from the terminal elevators at the lake front, and the fact that similar conditions exist at Duluth and Fort William and Port Arthur, where the terminals are operated under similar conditions and largely by the same interests, clearly indicates that the public interest demands that a radical change be made in their operation.

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That is the intent of these two clauses now under consideration. It is becoming more and more recognized by those who are interested in the handling of grain, other than the beneficiaries of the present system, that in order that the public interest may be properly safeguarded terminal elevators must be separated from the control of grain dealers.

Apart from the evidence presented by those who operate the terminal elevators, the only substantial objection to the passing of the clauses is the fear that hampering the operation of the terminals would have a tendency to divert Canadian grain to United States channels in the event of free trade in wheat between the two countries. In my judgment, the best preventative to that occurrence would be to maintain the integrity of the Canadian wheat certificate so that wheat having the Canadian certificate would be sought after by British and Continental importers as well as by the United States east of the lakes. Manitoba wheat has for some time been worth 5 or 6 cents per bushel more in Great Britain than Duluth wheat of similar grade. The Dakota commission stated that United States millers east of the lakes would pay 5 to 8 cents more for Dakota wheat if they could get it in its purity. Mixing wheat of different grades adds nothing to its intrinsic value, and the only man who gets a profit out of mixing is the man who does it.

The inference clearly is that United States millers in territory tributary to Chicago, Detroit, Cleveland or Buffalo would give a preference for Manitoba hard wheat ex Fort William, under proper terminal arrangements as against Duluth wheat under conditions such as now obtain at that point. With proper terminal protection at Fort William and Port Arthur, the only danger of our wheat bound for points east of the lakes being diverted from the Canadian route, would be undue freight charges. There is a consensus of opinion that a sample market established in Winnipeg would be in the interests of the grain producers. In my judgment, that, however, can only be made effective by permitting dealers special binning privileges in terminals so as to preserve the identity of their purchases on the sample market. I cannot conceive of a purchaser on a sample market storing his grain in a special bin in an elevator operated by his competitor. The risk would be too great; his competitor would soon put him out of business. The only effective special binning privilege that could be secured would be in government owned terminal elevators.

Let me again point out that objection to the clauses as now in the bill has only come from two sources, and from interests representing only themselves. That is, the elevator operators, two railway companies, and the boards of trade of Fort William and Port Arthur, none of whom have any interest in the grain excepting what they make out of it in transit. On the other hand you have had representatives of the grain growers and the millers. The fact is that all who have to do with the handling of western grain excepting the terminal elevator operators, are emphatically opposed to the continuance of the present system of terminal elevators being operated by grain dealers. The purpose of the clauses is to terminate that objectionable condition and in so far as the operation of the clauses if they were made law would affect any other interest than the terminal elevators, they could be amended to that end. I submit therefore:

First, that it never was intended by the government or parliament that the terminal elevators should be anything other than purely warehouses for storing grain, and that the present interests who operate the terminals in conjunction with interior elevators obtained the rights that they now demand should be conserved for them by evading the provisions of the Inspection Act, and that these two clauses are intended to place the terminal elevators in the position that the people of Canada, as represented in parliament intended that they should be.

Second, that a continuance of the same interests purchasing grain in the interior and operating terminal elevators conjointly is destroying invested interests in the grain trade in western Canada, and further that it is rapidly developing into a monopoly of the grain trade and a monopoly of grain handling.

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Third, that people of the prairie provinces, recognizing the tendency towards a monopoly in the handling of their products have at heavy expense undertaken enterprises that are intended to remove the handling of grain from the combination that is leading towards monopoly. The chief obstacle in the way of their accomplishing that end is the possession of the terminals by those who are attempting to create this undesirable condition, and the western people look with confidence to parliament to remove this incubus from their chief product by freeing the terminal elevators from the control of the grain dealers.

Further, the people of the western provinces, both business men and grain growers, are so seized of the loss that is sustained in the market of our wheat through the manipulation of grain and the exporting of grain not up to the requirements of the Inspection Act, together with the controlling of prices by a combination of terminal and interior elevator operators, that nothing short of the complete separation of those interests and the taking over of the terminal elevators by the government for the purpose of operating them independently of the grain dealers, will quieten the unrest that exists in the public mind. For several years this demand for the improvement of the conditions at the terminal elevators has been made. The government has from time to time adopted regulations with that end in view, but with unsatisfactory results, and this agitation will continue until there is a proper and sufficient remedy, which we believe will result in the government acquiring and operating the terminals.

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Comparative prices of Cash 1 Northern Wheat and No. 3 Barley—Winnipeg and Minneapolis Markets.

DATE.	WHEAT- No. 1 NORTHERN.		BARLEY—No. 3.	
	Winnipeg.	Minneapolis	Winnipeg.	Minneapolis
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1910.				
January 3.....	1 03½	1 14	0 45	0 66
" 10.....	1 04½	1 16	0 45½	0 69
" 17.....	1 02	1 12½	0 46½	0 69
" 24.....	1 02½	1 13½	0 47½	0 69
" 31.....	1 03	1 13½	0 48½	0 65
February 7.....	1 02	1 12	.....	0 64
" 14.....	1 02½	1 14½	0 47½	0 66
" 21.....	1 02½	1 15½	0 47½	0 68
" 23.....	1 03½	1 16½	0 48	0 67
March 7.....	1 02½	1 12½	.....	0 64
" 14.....	1 04½	1 15½	.....	0 66
" 21.....	1 05½	1 14½	0 48	0 65
" 28.....	1 05	1 15½	0 47½	0 62
April 5.....	1 04½	1 13½	0 47½	0 63
" 12.....	1 03½	1 12½	0 33½	0 60
" 19.....	1 00	1 07½	.....	0 61
" 26.....	0 98½	1 09½	.....	0 61
May 3.....	1 00½	1 12	.....	0 60
" 10.....	0 98½	1 12½	0 44½	0 60
" 17.....	0 97½	1 11½	0 45	0 61
" 23.....	0 92	1 09½	0 31½	0 61
" 31.....	0 86½	1 05	.....	0 58
June 7.....	0 90½	1 08	0 42	0 60
" 14.....	0 90½	1 05½	.....	0 59
" 21.....	0 96½	1 15½	0 42½	0 72
" 28.....	1 01½	1 17½	0 43½	0 61
July 5.....	1 02½	1 17½	0 45	0 61
" 12.....	1 09½	1 19½	0 48	0 69
" 19.....	1 14½	1 25	.....	0 68
" 26.....	1 13½	1 27½	.....	0 65
August 2.....	1 03½	1 16	.....	0 63
" 9.....	1 02½	1 19½	.....	0 68
" 16.....	1 09½	1 13½	.....	0 72
" 23.....	1 08	1 13½	.....	0 69
" 30.....	1 08½	1 13½	.....	0 68
September 6.....	1 05	1 12½	.....	0 67
" 13.....	1 00½	1 11½	.....	0 70
" 20.....	1 01½	1 11½	.....	0 73
" 27.....	0 99	1 10½	0 42½	0 68½
October 4.....	0 98½	1 10½	0 47	0 63
" 11.....	0 97	1 09½	0 47½	0 72
" 18.....	0 95½	1 05½	0 46½	0 71
" 25.....	0 94½	1 04½	.....	0 69
November 2.....	0 89½	1 02½	0 43	0 71
" 9.....	0 90½	1 03	0 46	0 75
" 16.....	0 92½	1 06	0 47	0 76½
" 23.....	0 95½	1 05½	0 47	0 76
" 30.....	0 90	1 04½	.....	0 75
December 7.....	0 91	1 04½	0 83½
" 14.....	0 90	1 03½	0 46½	0 80
" 21.....	0 89½	1 02	0 47	0 80
" 28.....	0 90	1 04½	0 47	0 79

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PRICES OF WHEAT IN MANITOBA AND NORTH DAKOTA.

The Pioneer Express, Pembina, N.D., gives the following:

Prices paid for wheat Dec. 31, 1910, in towns opposite each other in Manitoba and North Dakota.

NORTH DAKOTA.		MANITOBA.	
Pembina..	\$0 91	Emerson..	\$0 81
Neche..	0 91	Gretna..	0 81
Walhalla..	0 91	Haskett..	0 79
Hannah..	0 90	Snowflake..	0 77
Saries..	0 89	Crystal City..	0 76
Hansboro..	0 90	Cartwright..	0 79
St. John..	0 90	Boissevain..	0 80
Antler..	0 91	Lyleton..	0 78
Portal..	0 86	North Portal..	0 75
Kermit..	0 88	Estevan..	0 74
Curtis..	0 93	Waskada..	0 77

Wheat, January 10, 1911:—

Pembina..	\$0 97	Emerson..	\$0 82
Neche..	0 96	Gretna..	0 81
Walhalla..	0 97	Haskett..	0 82

Prices paid for barley, January 11, 1911:—

Pembina..	\$ 67	Emerson..	\$0 42
Neche..	0 67	Gretna..	0 38
Saries..	0 65	Crystal City..	0 38
Hansboro..	0 66	Cartwright..	0 36
St. John..	0 67	Boissevain..	0 40
Portal..	0 63	North Portal..	0 35

Flax on above date:—

Pembina..	\$2 32	Emerson..	\$1 83
Neche..	2 33	Gretna..	2 26
Walhalla..	2 35	Haskett..	2 08
Saries..	2 34	Crystal City..	2 10
Hansboro..	2 31	Cartwright..	2 60
St. John..	2 32	Boissevain..	2 14
Antler..	2 30	Lyleton..	2 22
Portal..	2 33	North Portal..	1 89

The following were the prices paid for wheat in Emerson and Pembina on the same dates, in October, for the preceding five years:—

1904, Pembina..	\$1 00	1904, Emerson..	\$0 78
1905, Pembina..	0 70	1905, Emerson..	0 64
1906, Pembina..	0 64	1906, Emerson..	0 59
1907, Pembina..	1 04	1907, Emerson..	0 94
1908, Pembina..	0 93	1908, Emerson..	0 81

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED.

No. 26—FUTURE DELIVERY CONTRACT—WHEAT (LIVERPOOL GRADE).

LIVERPOOL.....19....

We have this day sold to
 on the terms of the Printed Rules of the Liverpool Corn Trade Association, Limited,
say.....Centals Wheat, as endorsed hereon, at
per 100 lbs., subject to mutual allowances for superiority or inferiority as fixed by the Grading Committee, but not exceeding one penny per cental, to be delivered during.....ex store in Liverpool, or, at Seller's option, in Birkenhead at an allowance to the Buyer of one farthing per Cental.

The Certificate of the Grading Committee shall accompany the tender of the goods, and as between Buyer and Seller shall be final as to grade, and as between

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them shall not be affected by the result of any review of the Certificate under the provisions of the By-Laws as to grading.

The Wheat at time of tender to be in fair merchantable condition (a slight dry warmth not to be objected to).

Payment—as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This Contract is made between yourselves and ourselves and not by or with any person, whether disclosed or not, on whose instructions or for whose benefit the same may have been entered into.

This Contract was made on the date specified, and within the business hours fixed by the Liverpool Corn Trade Association, Limited.

Amended 21st March, 1910.
Entered at Stationers' Hall, and sold only at
the Offices of the Association.

AMERICAN RED WHEAT.

Spring Wheat.—If of the type known as Manitoba, basis of weight 60 lbs.

If of the type known as Northern (grown in the United States), basis of weight 59 lbs.

Any other type of Spring Wheat, basis of weight 60 lbs.

Soft Winter Wheat, free from garlic, basis of weight 61 lbs.

Hard Winter Wheat, basis of weight 60½ lbs.

ARGENTINE WHEAT.

Rosario-Sante Fe type, basis of weight 59½ lbs.

Bahia Blanca type, basis of weight 60½ lbs.

AUSTRALIAN WHEAT.

Victorian }
South Australian } basis of weight 61½ lbs.
New South Wales }

No Wheat shall be graded which, in the opinion of the Grading Committee, has any defect which would render it unsuitable for general milling purposes.

Subject always to this proviso, basis Wheat may contain some heated, sprouted, frosted and /or smutted grains, and a proportionately increased quantity may be allowed if warranted by an improvement in weight or in other respects.

No Wheat weighing more than one pound per imperial bushel under the basis weight shall be graded.

No Wheat which complies with the weight requirements shall be rejected on account of the presence of heated, sprouted, frosted and /or smutted grains or other defects if, in the opinion of the Grading Committee, it is not more than one penny per cental inferior to basis quality.

The allowances, if any, shall be in gradations of not less than one-half penny per cental.

The basis of weight as hereinbefore provided is per imperial bushel at time of grading. Spring Wheats must be reasonably hard of their respective types, and all descriptions of Wheat must be reasonably clean of their respective types.

American Red Wheat must be Wheat grown East of the Rocky Mountains in the United States of North America and /or Canada, except where otherwise provided.

By Hon. Mr. Power:

Q. If the conditions at Fort William and Port Arthur at the present time are so unfavourable, how is it that, as I understood you to say, the Canadian wheat shipped to Liverpool from this point brings from three to five cents more in the Liver-

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pool market than wheat from the American side?—A. The mixing is not permitted at Fort William and Port Arthur by law, and it is in Duluth, so that they can do it to greater perfection at Duluth than here. If it was not mixed its reputation would be better. I have given you authorities. There is Mr. Proctor of Liverpool, one of the large importers of wheat.

By the Hon. Mr. Lougheed:

Q. If the grain dealers in Ontario doing business such as your company, the Grain Growers' company can make 33½ per cent per annum on their capital, when all those difficulties exist, how do you account for such profits?—A. We are handling the grain of our own shareholders, and all we get out of it is one per cent commission.

Q. You said your profits were 33½ per cent on the capital invested, and it appears to me you would not be labouring under the adverse conditions which you depict so graphically?—A. I am not talking for the grain company. I am talking for the average grain dealer who is not connected with the combine. We are not dealing with the interior. All we do is the handling of cars of grain that are shipped direct to us, at no expense whatever. It is altogether different attempting to run elevators in the interior, and storing in the interior. They do not crowd us very badly.

By the Hon. Mr. Power:

Q. I suppose if the competition of the Minnesota elevator man was shut out you would have still larger dividends?—A. I do not think so. There is nothing in Canada that has contributed so much to the success of the Grain Grower's association as the malpractice of the elevator system.

Q. You should wish that that would continue?—A. I am not talking for the Grain Grower's association, I am talking for the public of Canada.

By the Hon. Mr. McHugh:

Q. You made the statement that they were allowed the privilege of mixing grain at Duluth?—A. Yes.

Q. Are they allowed to mix any grain, except at the request of the owner?—A. My understanding is that those private owners of terminal elevators at Duluth can do anything they like with the grain that comes into their terminals.

Q. Can they mix the grain of one owner with that of another?—A. Yes.

Mr. WELLS.—No, sir, they cannot.

Mr. MACKENZIE.—It is stored in separate bins.

Q. By the laws of Minnesota they are not allowed to touch the grain except at the request of the owner?—(No answer.)

By the Hon. Mr. Davis:

Q. Have you any knowledge of the prosecution that have taken place over there on account of the manipulation of grain?—A. Nothing, except hearsay.

Q. One gentleman is doing three years. He could not have been sent there for building churches?—A. The law of Minnesota provide for the mixing of grain in the elevators.

By the Hon. Mr. McHugh:

Q. The elevator men have no right to do anything in that line except at the request of the owner?—A. I did not know as to that.

The committee adjourned until to-morrow at 12 o'clock.

SENATE, March 30, 1911.

The Grain Committee met at 6.15 p.m.

Present: Hon. Senators Jones (Chairman), Lougheed, Power, Beique, Edwards, Young, and Campbell.

The CHAIRMAN.—I went to see Mr. Cassels this afternoon, and saw his medical

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adviser, he advised me that he was going to remove Mr. Cassels to the hospital and that he did not anticipate that he would be able to give evidence for two or three days, and he could not express an opinion as to whether he would be able to give evidence then. So that it is evident that the committee cannot hope to get his evidence this week.

Hon. Mr. LOUGHEED.—I move, in view of the report we have received from the medical adviser of Mr. Cassels as to his illness, and the improbability of his being able to be here at an early date, that we close the evidence.

Hon. Mr. CAMPBELL.—I second the motion if it requires a motion.

The motion was agreed to unanimously.

Mr. HEFFELFINGER.—I wish to hand an item to the Chairman, so that it will be made a part of the report. It was handed to me. We do not desire to put in all of this book of the Saskatchewan commission.

The CHAIRMAN.—The committee will consider whether this should be embodied. I have here a copy of the Minnesota Grain Act. I thought probably the committee would consider it desirable that a copy of that might be made part of our report, so that everybody who has the report would have an opportunity of seeing the relative situation as to the law.

The committee then adjourned, to meet immediately after the sitting of the Railway Committee at one o'clock or immediately after the rising of the House.

March 30, 1911.

Hon. L. MELVIN JONES,
Chairman,
The Senate.

DEAR SIR,—There has been so much evidence submitted regarding the question of mixing particularly on the part of the Grain Growers' Association, that I feel that it would not be out of place to call attention to the following cargo shipments made by the Grain Growers' Grain Company which, as you know, are the representatives of the various associations.

While these mixing operations are entirely within the law I submit them to substantiate Mr. Wayland's statement.

These figures can all be verified through the department.

Yours truly,

J. C. GAGE.

APPENDIX No. 1

WHEAT Loaded and Mixed in the Steamship *Winona* about December 1 last, for the the Grain Growers' Grain Company on their Order.

	<i>Empire.</i>	<i>Kings.</i>	<i>C.P.R.</i>	<i>G.T.P.</i>
Rej. 1-4.....	3,115.40		965.00	
Rej. 1-3.....	1,387.50		1,023.30	
N.G. 3 Nor.....	735.50			
Rej. 1-2.....	1,066.20	510.20		
Rej. 2 Nor.....	1,077.50		2,090.30	
Rej. 2 acct. seed.....			2,148.20	
Rej. 2-2.....		1,126.30	2,446.50	
Rej. 1 Nor. X Bly.....			1,429.40	
Rej. 1-1.....			1,000.00	
Rej. 2-3.....			1,069.50	
N.G. 5 wheat.....			766.30	
3 Goose wheat.....			590.10	
N.G. 4 wheat tough.....			1,964.40	
Rej. 2 Nor. X Bly.....			1,843.10	
Rej. 2 Nor. X wild oats.....				1,181.30
Rej. 1-3.....				1,033.30
N.G. 3 Nor. tough.....				1,035.00
N.G. 5 wheat tough.....				1,012.20
Rej. 1-5.....				1,065.20
Rej. 2-4.....				4,237.40

<i>Thunder Bay.</i>		<i>Consolidated.</i>		<i>P.A.E.</i>	
Rej. 2 seeds.....	999.00	Rej. 1-4.....	986.40	N.G. 3 Nor. Tough.....	2,073.00
Rej. 2 Nor. X Barly.....	1,010.40	Rej. 1-3.....	1,125.10	Rej. 2-3.....	2,628.50
		Rej. 1-2.....	1,373.50	Rej. 1-3.....	960.00
				N.G. 3 Nor. Tough.....	1,016.20
				Rej. 2-3 X W. O.....	432.50
				Rej. 2-2.....	1,033.20
				Rej. 2 a/c Bly.....	1,927.20
				Rej. 2 a/c Bly & W. O.....	1,048.00
				Rej. 3 a/c Bly & W. O.....	1,070.40
				N.G. Rej. 2 X Htd.....	1,124.20
				Rej. 2-4.....	619.50

Wheat Loaded and Mixed in the Steamship *Stadacona* about December 1 last, for the Grain Growers' Grain Company on their Order.

P.A.E.....	Rj. 1-2 Smutty.....	3,311.50	No. 2 Hold.
	" 1-1 "	3,276.00	
	N.G. 2 Nor. Tf.....	2,085.20	
	" 1 "	1,035.40	
	Rj. 1 Nor. x Coc.....	920.20	
Kings.....	Rej. 1-2 Smutty.....	3,440.30	
	" 1-1 "	1,442.00	
T. Bay.....	" 1-2 "	2,036.20	
G.T.P.....	" 1-2 "	8,664.10	
	" 1 x Bar.....	1,073.20	
	" 1 " W.O.....	1,073.30	
Cons.....	" 1-2 Smutty.....	3,553.00	
	" 1-1 "	3,221.50	
Emp.....	" 1-2 "	1,835.20	
	N.G. 2 Nor. Tf.....	1,079.00	
Ogil.....	" 2 "	1,020.00	
	Rej. 1 Nor. x Bar.....	1,012.40	
C.P.R.....	" 1-2 Smutty.....	2,123.20	
	" 1-1 "	2,098.20	
	N.G. 2 Nor. Tf.....	2,559.30	
	Rej. 1 Nor. x Bar.....	2,229.50	
	" 1 " " W.O.....	1,024.00	
	" 1 " sand, &c.....	216.40	
	" 1 " Mxd. Coc.....	2,137.00	
	" 1 " x Coc. W.O.....	2,052.30	
	" 1 " x W. O.....	1,042.20	
	" 1 " x R.W.....	1,044.50	
P.A.E.....	" 2-2 Smutty.....	5,886.30	
	" 2-1 "	1,092.10	
	" 2 Nor. x Bar.....	3,101.20	

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WHEAT Loaded and Mixed in the Steamship *Stadacona* about December 1 last, for the Grain Growers' Grain Company on their Order—*Continued.*

	Rej. 2 Nor. W. & O.	2,080.20	
	" 2 Nor. Bar. & O.	4,152.10	
	" 2 Nor. Dirty & W.O.	522.30	
Kings	" 2-2 Smutty	6,643.60	
	" 2-1 "	1,084.00	
T. Bay	" 2-2 "	1,070.40	No. 1 Hold.
	" 2-1 "	1,073.00	
	" 2 Nor. x seeds	3,065.20	
C.P.R.	" 2-2 Smutty	1,360.30	
	" 1-2 "	1,613.10	
	" 2 Nor. x Dirt.	1,474.00	
	" 2 "	1,125.50	
	" 1-3 Smutty	925.50	
	" N.G. 2 Nor. Tf.	2,307.10	
Emp.	" 2-2 Smutty	2,873.00	
	" 2 Nor. x Bar.	944.10	
West	" 1-2 Smutty	961.30	
G.T.P.	" 2-2 "	1,456.10	No. 1 Hold.
	" 1-2 "	1,112.40	
	" 2-1 "	2,046.20	
P.A.E.	" 1-3 "		
	" 3 x seeds	1,954.20	
	" 2-3 Smutty	6,236.40	
	N.G. No. 4 Tough	983.30	
Kings	Rej. 1-3 Smutty	824.00	
	Dr. No. 3 Nor.	2,378.40	
T. Bay	Rej. 1-3 Smutty	1,042.00	
	" 3 Nor. x seeds	1,426.00	
C.P.R.	" 3 Nor. Tf.	2,020.50	
	N.G. 3 "	2,004.10	
	Rej. 1-3 Smutty	3,178.33	
	Goose Wheat	2,084.11	
	N.G. 3 Nor. Tf. x W. & O	169.20	
Ogil	" 2 Nor. Tough	975.40	No. 5 Hold.
West	Rej. 1-3 Smutty	655.30	
Cons.	" 1-3 "	4,855.20	
	" No. 4 x oats	197.10	
Emp.	N.G. 3 Nor. Tf. c	663.20	
	Rej. 1-3 Smutty	7,837.00	
T.P.	N.G. 3 Nor. Tf.	912.50	
	Rej. 1-3 Smutty	10,475.50	
P.A.E.	2 Feed Oats	1,380.14	
	Ex. 1 Fd. Oats		
	Rej. O. & W.	1,707.22	
	1 Feed Oats	2,249.24	
	3 C.W.O.	3,522.00	
	Rej. O. x Bar	2,238.08	
Kings	2 Feed Oats	758.01	
T. Bay		4,117.32	No. 3 Hold.
	Ex. 1 Fd. O	3,623.28	
	Rej. Oats	347.12	
	2 Mxd Oats	1,803.18	
C.P.R.	2 Fd. O	4,012.12	
	Ex. 1 Fd. O	10,626.26	
	Rej. O. & W.	3,011.06	
	1 Fd. Oats	3,538.23	
	3 C.W.O.	5,763.08	
G.T.P.	2 Fd. Oats	576.08	
	Ex. 1 Fd. O	3,630.00	
	1 Fd. Oats	3,720.20	No. 3 Hold.
	N.G. 2 C.W. Tf	1,689.24	
West	2 Fd. Oats	67.32	
Emp	2 "	990.00	
	1 "	1,635.30	
	Rej. Oats	337.22	
	N.G. 3 C.W. Tf	534.24	
Cons.	2 Fd. O	398.08	
	1 "	1,992.22	
Ogil	Ex. 1 Fd. O	1,775.20	