

	Swine		
Quebec..	797,726 or .34	"	"
Manitoba..	291,236 or .48	"	"
	Poultry		
Quebec..	6,482,256 or 2.82	"	"
Manitoba..	3,289,051 or 5.48	"	"
	Eggs		
Quebec..	26,672,975 dozen or 11.5 doz.	"	"
Manitoba..	13,811,350 dozen or 23.5 doz.	"	"
	Dairy Products		
Quebec..	\$34,017,996 or \$14.40	"	"
Manitoba..	\$10,576,407 or \$17.60	"	"

In 1922 Manitoba produced 3,041,712 pounds of honey. The production of honey is increasing very rapidly in Manitoba, and it is noteworthy also that Manitoba honey is of the highest grade known on the North American continent. Recently a single shipment from North Carolina to Manitoba contained forty million bees valued at \$10,000. Next I have figures with regard to the estimated value of field crops for 1923. They are as follows:

Manitoba Field Crops, 1923

Wheat..	24,807,000	bushels
Oats..	19,181,000	"
Barley..	10,533,000	"
Rye..	2,617,000	"
Mixed grains..	134,000	"
Flax..	2,511,000	"
Potatoes..	2,241,000	"
Turnips..	694,000	"
Hay and Clover..	3,245,000	tons
Alfalfa..	133,000	"
Fodder Corn..	987,000	"

In addition to this the production of fruit is extending very rapidly in Manitoba also. Apples are produced in commercial quantities in Lisgar, and small fruits do exceptionally well in all parts of the province; their production bids fair to become one of the important branches of Manitoba agriculture. Now, let me give the House figures showing the wealth produced by other Manitoba industries in 1921, namely:

Manitoba Industrial Products, 1921

Fisheries..	\$ 1,023,187
Mineral production..	2,258,942
Furs..	1,679,812
Lumber..	1,461,466
Manufactures..	123,470,393

In view of these facts, Mr. Speaker, I do not see how anyone can accuse the people of Manitoba of having all their eggs in one basket. I want to point out that the amount of wealth produced in Manitoba bears little, if any, relationship to the condition in which the people of that province find themselves to-day. This condition, I venture to assert, is one of the most distressing and precarious through which they have ever passed, and cannot long continue without ending in disaster. The

problem, so far as Manitoba is concerned, is not so much the production of wealth, or a variation in the form of its production, but a more equal distribution of the wealth when created.

Now, Sir, in order to improve conditions in western Canada there must be established a modern, flexible credit system, suitable for agriculture. The report of Dr. H. M. Tory reveals in considerable detail the steps that have been taken to solve this problem in other countries. In Canada a solution of the agricultural credits problem is urgently required. If the first step in the rehabilitation of agriculture is to reduce living and production costs, and to reduce the costs of transportation, surely the second step is to devise some means to make farming profitable by establishing a credit system that will enable many thousands of farmers to carry on their indebtedness under some debt funding plan. Conditions in Canada may be somewhat different from those in other countries, but it is inconceivable that we in this country cannot discover some sound method of providing capital for the agricultural industry. Where other countries are succeeding in overcoming this difficulty, Canada ought not to fail. The onus rests upon the Dominion government to set about this matter in earnest. The provinces have attempted to do something along this line, but the history of other countries proves that this is a national undertaking demanding legislation by this parliament. The establishment of some such system as this would, in my opinion, do more to stop the exodus of farmers to urban centres and out of the country and to renew the hope of men experienced in farming who are still on the land than any other single reform of which I have knowledge.

Transportation is another great problem and an immense burden upon the western farmer. Situated as he is in the very heart of the continent, bearing the carrying charges of his product to market as well as paying the cost of carrying in all the commodities that he has to purchase, he feels that transportation is one of the great problems before the Canadian people to-day. The demand for the completion of the Hudson Bay railway is an attempt to reduce transportation costs to and from western Canada. The determined opposition to the completion of this railroad seems to come from those who are interested in the present transportation systems, and the general impression in western Canada is that they fear the competition of the Hudson Bay route. This railway was started for the purpose of connecting the