

must live with and for each other. The action of one nation affects another even in regard to the things of commonest use. A clear-cut example is shown in the United States, where the millers are crying out for Canadian hard wheat, within a year after that country shut our wheat from their market. This new American tariff has dealt us a severe blow, particularly to our agricultural interests, and at a time when rapidly falling prices in those products, makes it more severely felt. In our western provinces today we find our stock raisers faced on the one hand with United States duties of 1½ and 2 cents a pound, when cattle are selling at from 6 to 7 cents for feeders and 11 to 12 cents for fat cattle, and on the other hand by such high rates of transportation that stock raising with any profit is well nigh impossible. The same exists with our wheat and grain growers. While we cannot by any means blame our neighbours' new tariff entirely for these conditions, it has, as is seen, done much to accentuate a problem which was already desperately acute in our West. This is bound to react on immigration, and we are told by the president of our national railways that what we need to support our railways is immigration and greater population.

In the Speech from the Throne we find the following:

The adverse conditions with which agriculture generally is confronted in many parts of Canada, despite the abundant crops of the past year, render it desirable that a special committee, with powers to make recommendations, be appointed to look into various agricultural matters, such as the fixing of grain in private terminal elevators, the marketing of farm products, the development of the live stock industry, and the possibilities of further diversification in our Canadian agriculture.

I trust that failures in the past may not prevent us yet from negotiating with the republic to the south a trade treaty in the not distant future.

The removal of the cattle embargo by Britain as announced in the Speech from the Throne has been received with the liveliest satisfaction by all classes in this country. And not only for the commercial advantage it offers, but as a further evidence of good will and regard and gratitude on the part of the mother country. It is another example of Britain fulfilling her pledge. I trust it may bring to us as much advantage as we had hoped for from it.

The Speech from the Throne announces the appointment of a Royal Commission to investigate shipping and insurance rates in connection with transportation on the Great Lakes, and to inquire into the existence of

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certain alleged combines and rings. Unfair discrimination has been alleged against shipping interests, and much fault has been found with these combines against Canadian ports and railways by the diversion of immense quantities of grain to American ports and roads. On the other hand, it has been claimed that storage facilities in Canada are not sufficient to care for the Canadian production, especially during the rush season. It is a fact, however, that vast quantities of grain do go east via Buffalo and New York, and steps must be taken to remedy conditions, for on these shipments much of the success of our roads depends. If American railways carry our grain because certain shippers decree so for their own advantage, or if our Canada storage facilities are insufficient, then our government must at once devise a remedy, and apply it and save this great traffic for our own railways.

But important as this may be it is relatively a small matter compared with our great problem of railway transportation. I believe that the Prime Minister of the Province of British Columbia is at the present time in the Province of Ontario, if not in the city of Ottawa, for the purpose of discussing the diversion of grain by way of the Pacific ocean and the Panama canal to Europe. This opens up a great field, and while certain objections have been raised, on the ground that it would take away certain revenues from our railways, what we want is to get the grain to the coast—any coast—where it can go to Europe in the cheapest and most expeditious way. If this can be accomplished by the establishment of storage facilities on the western coast, I think it is a matter that should be taken up by the Government without delay. I believe it would be of great benefit to the Pacific coast, to say nothing of the farmers of the West, if the grain could be more expeditiously shipped by that route.

Hon. Mr. SCHAFFNER: Do not forget the Hudson Bay.

Hon. Mr. HARDY: I would like to say a word or two in connection with our great railway transportation problem. It engages, as we know, the attention of every person in this country, and upon it depends, I believe, the financial and commercial success of Canada for some years to come. It involves two of the greatest railway lines in the world, one privately, one publicly owned. This great question is so immense and is so dependent on population, and consequently on immigration, that it is not easy to discuss intelligently one without the other, reacting