

**THE LATE RT. HON. SIR CHARLES TUPPER,
BART.—*Con.***

me in him. He was then in the prime of life and in the full maturity of his powers; he seemed to me the very incarnation of the parliamentary athlete, always strong, always ready to accept battle and to give battle, 585.

THE MACE.

Reference to—Sir Robert Borden, 762.
THE MINISTER OF MILITIA.

Inquiry—Mr. Proulx, 1117.

THE MINISTER OF MILITIA.

Inquiry—Sir Wilfrid Laurier, 2012.

THE MINISTER OF MILITIA.

Inquiry as to minister's return—Mr. Kyte, 2548.

THE MINISTER OF MILITIA.

Attention called to answer to question by acting minister—Mr. Pugsley, 2601.

THE MINISTER OF MILITIA.

Correction made in answer to question—Mr. Kemp, 2646.

THE RAINBOW.

Inquiry—Sir Wilfrid Laurier, 3542-3.

THE SHELL COMMITTEE.

Inquiry—Mr. Carvell, 683.

THE SHELL COMMITTEE.

Inquiry—Sir Wilfrid Laurier, 923.

**THE ST. JOHN AND QUEBEC RAILWAY
COMPANY.**

House in committee on Bill No. 98.—Mr. Reid, 2500.

Remarks:

Pugsley, Hon. Wm. (St. John City)—3500-1.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—3501-2.

**TORONTO, NIAGARA AND WESTERN RAIL-
WAY COMPANY.**

House in committee on Bill No. 24—Mr. Morphy, 2903.

Remarks:

Buchanan, W. A. (Medicine Hat)—2903-4, 2906.

Maclean, W. F. (York South)—2907.

Reid, Hon. J. D. (Minister of Marine and Fisheries)—2904-6.

TRADE COMMISSION.

Inquiry—Mr. Lemieux, 4076.

TRAIN SERVICE IN THE WEST.

Attention called—Mr. Turriff, 518.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—518.

Gives a full explanation of the situation, 518-21.

Turriff, J. G. (Assiniboia)—518.

Calls attention to what he claims as a rather serious condition of affairs which exists, 518.

TRAIN SERVICE IN THE WEST.

Reference to—Mr. Reid, 556.

Reid, Hon. J. D. (Acting Minister of Railways and Canals)—556.

Reads telegram in reference to delay in fuel deliveries, 556.

**TRANSPORTATION AND MARKETING OF
FISH.**

Motion—Mr. Jameson, 558.

Jameson, Clarence (Digby)—558.

Statistics of fish values 1914-15 given, 559-61. Let us for a moment follow the journey of the fish from the boat to the consumer, 561-2. I have some suggestions which I propose to make in a very kindly spirit to my hon. friend the minister who takes a deep interest in this matter and I will make them as briefly as I can, 563-4.

Law, B. B. (Yarmouth)—571.

We are at all times assisting the farmer, doing things for him, which, I have no hesitation in saying, are quite right, but very little has been done for the hardy, sturdy fisherman, 571. Another way in which the fishermen could be helped would be to give a bonus, or a bounty, in some form to them. There is no line of industry in the world that is fraught with so much danger and hardship as the fishing industry, 572.

Loggie, W. S. (Northumberland, N.B.)—576.

If the Government would carry out the policy that they have already laid down of extending the Intercolonial railway by means of branch lines to these producing centres they would serve the fishing industry in a marvellous way, and do a great deal to encourage the marketing of fish, 577.

Maclean, A. K. (Halifax)—572.

The marketing and transportation of fish involves a great many issues, and it is very difficult to assign any disadvantages in our marketing and transportation of fish to any one cause. For instance, it might be that some of the disadvantages might lie with the fishermen in their methods of catching, others with the fish exporter, and others again with those who transport and market the fish. A great deal would also depend upon the consuming population, that is as to whether they were a fish-consuming peo-