

provinces, instead of growing has diminished, and that business and manufacturing towns and cities have grown in proportion. Rule of thumb and slipshod methods have had the upper hand over the suggestions of a reasoned and progressive husbandry, such as would have resulted from a practical and painstaking teaching of agriculture. Accordingly we have witnessed the exodus of farmers' sons towards the cities, and the consequent scarcity of that labour with which farming cannot dispense.

So it was that on reaching power this Government had to find some immediate means of preventing an imminent crisis, by means of legislation for the encouragement of agriculture and an appropriation of ten millions towards that end.

It goes without saying, Mr. Speaker, that we have not yet in such short time felt the beneficial effects of such a policy. In the province of Quebec peradventure, we may have to wait longer than elsewhere for such beneficial effects; despite the safeguards taken and the agreements entered into, the Quebec local authorities do not deem it advisable to conform to the spirit of the law and the views of the Dominion Minister of Agriculture. There, more so than elsewhere, people allow themselves to be too closely inspired and guided by considerations foreign to the progress of agriculture.

I hope to be granted an opportunity later on to recur this matter and to show in what way Dominion subsidies are expended in some counties for the mere purpose of making electors believe that things in Ottawa are actually managed by the Liberal party.

Referring once more to the Address, I may say that the people of this country rejoice with His Highness the Governor General on account of the bountiful crops which Providence has bestowed on this country in the course of the year just expired.

Whoever has had an opportunity of visiting the various provinces of the Dominion in the harvesting season of last year, must have realized, indeed, the unspeakable prosperity of this great Dominion. The yield has been immense and the quality good, as a rule.

Providence has been lavish, and hon. gentlemen may possibly condescend to thank her for showing such generosity in favour of an administration whose views and principles they do not always approve. Considering how superabundant the products, some apprehension was entertained

as to the possibility of carrying to their destination that wealth of the farms. Fortunately, thanks to the foresight of the Railway Department, thanks to the prompt action taken by the hon. Minister of Railways and Canals, that much feared congestion of traffic and grain transportation was avoided. Early in the season, and without any undue stoppage, the grain from the West was moved to the elevators and other terminals along the railway lines and canals, and in greater proportion than heretofore through our Canadian ports and state-aided railway lines.

That shows plainly, Mr. Speaker, that by continuing to develop and improve our means of transportation, by ensuring the completion of our great railway lines now in course of construction, such as the National Transcontinental, the Hudson Bay railway, and I might add, by bringing about the building of the Georgian Bay canal, as soon as the Government are in a position to start that great work, they will be not only setting the framework of Confederation on a solid basis, through a closer union of the provinces, but besides they will be giving greater stability to market conditions and prices, and fostering commercial intercourse between the East and the West for the greater advantage of the country as a whole.

The continuous carrying out of a well matured plan for the improvement of our transportation facilities will accomplish more towards allaying that crisis and that craving for new treaties with the United States to the detriment of Canada, than would reciprocity, which some people look upon as a sort of cure-all the ills with which our country may be afflicted.

We still hear at this moment the voice of two provinces, Alberta and Saskatchewan, praying for reciprocity, on account of the surplus value their products would acquire on the United States markets, and which tariff barriers prevent them from securing. But, to my mind, Mr. Speaker, that appeal will become less insistent, as our transportation facilities between the eastern and western seaboard grow and reach their full development, for then these people will find it just as advantageous to sell their products here or in Europe, as to ship them to the United States, especially now that our railways are provided with proper cold storage facilities at their terminals.

It may not be irrelevant and without interest, Mr. Speaker, to recall just now an event, an epoch-making event in the an-