

Idaho are devoted to fruit culture—6,695 acres producing apples, 5,632 prunes, 1,838 pears, 1,030 berries, 972 peaches, and 526 cherries. Various other fruits being cultivated on the remainder of the 20,000 acres. From experiments he has conducted, he says that Idaho soil will produce an average of 17 tons of sugar beets to an acre, the Idaho product containing from 17 to 21 per cent of saccharine matter.

**Live Stock.**—The United States Department of Agriculture in July estimated the number and value of farm animals in the state as follows:—Horses 134,705, value \$3,328,570; milch cows 28,034, value \$567,689; oxen and other cattle 395,852, value \$5,583,492; sheep 1,011,852, value \$2,281,726; and swine 77,518, value \$398,290; total value \$12,189,741.

I have called attention to this to show that not merely shall our farmers have competition in cereals and dairy produce, but from the three states of Idaho, Washington and Oregon we shall have competition in the production of meat. Every man around Regina or Moose Jaw, or southern or northern Alberta, who wants to send a cow or bullock into Kootenay or Boundary Creek, will have these men, with the advantage of short haul, to compete against, and as the hon. member for Alberta (Mr. Oliver) pointed out, that advantage of short haul is destructive of our competition. We have large flocks of sheep in the North-west Territories. We have exported sheep to Great Britain, but have found that the long haul and the trip across the Atlantic and the consequent deterioration that took place put us at great disadvantage in the British market. We found that although we can ship cattle successfully to England, we cannot send sheep profitably from the North-west Territories to that market, and have to turn to British Columbia. British Columbia is the market to which our sheep farmers are looking. We were told, when voting four million dollars for the Crow's Nest Pass line, that we were going to have the Kootenay trade for our exports of sheep and cattle and wheat, but now these hopes are to be dashed to the ground by this proposed legislation. Take Oregon again:

Oregon has 2,486,247 sheep, from which were secured in 1896 19,389,976 pounds of washed and unwashed wool, with 69 per cent of shrinkage. The scoured wool amounted to 6,165,892 pounds.

Here, again, we shall have competition from Oregon. And I wish to show you what this book says concerning the farm animals in Washington territory. According to the information furnished by the United States Department of Agriculture, in Washington state as it is now, the number and value of farm animals in 1896, were as follows:—

	Number.	Value.
Horses .....	192,055	\$5,574,956
Milch cows .....	117,381	2,591,772
Other cattle .....	381,550	5,803,002
Sheep .....	756,346	1,318,462

So that from Washington also our sheep farmers, who are looking to this country

Mr. DAVIN.

as their special market, will have great competition.

Mr. Chairman, if the committee will bear with me in making one personal remark, I may say that I take strong personal interest in the policy embodied in the Crow's Nest Pass Bill. I do not think that my hon. friends from the Treasury benches will think I say a harsh thing of them when I say that whatever else their friends may give them credit for, they cannot give them credit for originality. I do not think they have produced an original policy, I do not think they have struck out an original idea with regard to the government of this country since they came into power. Whose idea was it that they copied when they dealt with the Crow's Nest Pass Railway last year? A short time ago, when I ventured to say that it was by being aggressive that I carried so many things in this House—

Some hon. MEMBERS. Oh, oh.

Mr. DAVIN. Yes. There was an ignorant guffaw.

Mr. CHARLTON. An ignorant one?

Mr. DAVIN. I will not characterize the guffaw I am listening to now. But I will tell the hon. gentleman this, that I can prove it, as I have done—

Mr. CHARLTON. The hon. gentleman's (Mr. Davin's) manners are exceedingly good and should be copied.

Mr. DAVIN. My hon. friend (Mr. Charlton) objects to my manners. Of course, I did not have that unexceptional training that has turned out the finished gentleman in my hon. friend from Norfolk (Mr. Charlton). He must excuse me, my education having been neglected. I did not have the advantages that have given us such a Brummel as we have in my hon. friend. Now, Sir, on July 8th, 1895, the following resolution was moved in this House:—

That the commissioners appointed to inquire into Canadian Pacific Railway freight rates have reported that Canadian Pacific Railway existing rates for grain are from  $\frac{1}{2}$  to 1 cent per 100 pounds less than the Dakota schedule from all points west of Regina, which last, however, applied to Edmonton and Prince Albert, would be 6 and 7 cents lower than the Canadian Pacific tariff; that, as regards live stock, the Canadian Pacific Railway rate runs at \$1.35 and \$1.84 per car to Montreal, while the Northern Pacific and Great Northern charge from \$1.63 to \$1.91 for the same distance; that, as regards coal and lumber, the comparisons show still more favourable rates to the Canadian public. That this House would suggest—

I ask the attention of hon. gentlemen to this—

—That this House would suggest to the Government that it would be well to open negotiations with the president of the Canadian Pacific Railway, with the view of coming to an arrangement with that company to carry for the next