

that "there is throughout Europe a serious deterioration in the numbers of livestock. . . . hence an insistent demand for overseas supplies will be inevitable. . . . Owing to the universal reduction of pigs, the world production of bacon, hams, pork and lard is unequal to the demand, and the milk yield in general (owing to the reckless slaughter of beef animals) in Central Europe has dropped to a vanishing point.

Then there is the question of markets. How is the Government meeting that? The Government's policy in this respect as announced by the honourable the Minister of Agriculture a few weeks ago, is to be commended. It has been announced that in addition to the old policy of affording to persons who establish refrigerator warehouses a subsidy of 30 per cent of the cost, the Government is going to establish in the city of Montreal a plant to cost one million dollars. For what purpose? In order that, as Montreal is the main point for export by water, there may be assembled and accumulated at Montreal at all times a large amount of frozen food to supply the requirements of the Old World. I have before me a table showing the number of cattle, sheep, etc., in the country. I will dispense with the reading of it, but there is no doubt that there is a market opening over there for chilled meats, and it is in the interest of the port of Montreal and of the country that that trade should be developed. Nay, more than that, the port of Montreal has, at least during the summer months, advantages which are superior to those of the ports of St. John and Halifax, owing to the shorter rail haul; and if the plan proves a success at Montreal, as I have no doubt it will, I think the Government would be well advised in similarly equipping those other cities, because, according to a report which I have before me, in both the provinces of Nova Scotia and New Brunswick, despite the fact that they have splendid acreages, large areas of rough land suitable for cattle to roam over, the condition of cattle production is an unenviable one. They export practically no cattle at all to the Old World.

The remarks I have been making are along the line of commending the Government in the matter of the chilled meat enterprise, as it is called, and I wish to place on Hansard also these to-the-point remarks that were made to me by a gentleman who is, I think, conversant with the whole situation. He says:

A proper refrigerator service between Canada and Great Britain is the first essential to stability in the Canadian meat trade. Ade-

quate cold storage in Canada is essential in order that Canadian supplies going forward can be held to load regularly steamships engaged in meat transportation.

Meat shippers in Canada have been limited in the development of their business with the Old Country because of inadequate storage for holding products until boats arrived. Cargoes within the last two years have had to be returned from Montreal to Toronto to be chilled; otherwise they would have perished before transportation could be secured.

The Canadian trade has, therefore, suffered greatly as compared with the American which enjoys more complete organization.

With adequate refrigeration, the market will become steadier and more reliable and steamships will engage regularly in the service, and stock raisers, suffering less from fluctuations in the market, will be inclined to go more heavily into the business.

These ideas, I think, should commend themselves to every man who is interested in the trade of the country, and I hope and trust they will commend themselves to the Government as well.

There is something else that, to my mind, the Government can do in the matter of reconstruction. In assisting in the transportation of the farmers' products to the markets of the old world, and thus benefiting very much the interests of the farmers of Canada, the Government is at the same time helping the local, the manufacturing, and all other interests in this Dominion.

What is our position to-day in respect to transportation? We built the Soo canal. The locks are on the Canadian side. We have expended millions of dollars on the Welland canal; we have expended millions of dollars on the St. Lawrence system of canals, and there are dreamers who to-day are dreaming of spending millions on making the St. Lawrence canals such that vessels can come up from the ocean. There are others who advocate the spending of millions of dollars on the Georgian Bay canal and other schemes. Well, honourable gentlemen, I think it is time for a halt in such expenditures. Let us treat these dreams as Canada treats the National Transcontinental—as a nightmare. We want no more nightmares either with respect to deepening the St. Lawrence canal or the construction of the Georgian Bay canal.

Hon. Mr. CASGRAIN: Or the Canadian Northern Railway.

Hon. Mr. BENNETT: But there are present interests that to my mind we can advance, and by advancing them we improve the transportation systems, not only the vessel trade, but also the railway trade,