

Declares for Strong Naval Policy--Immediate Building of Hudson Bay Railway--Wants a Commission to Enquire Into Farm Labor Problem--Government Should Control External Elevators.

as brief as possible. I would like to say a word or two in regard to the naval programme. And at the beginning I may say that I do not intend to trespass upon the debate that is to take place on the Bill now before the House. But this is the first time the government has given us even a vague idea—and it is even yet but a faint idea—of the action which they propose to take in the expenditure on the naval defence of the country. It is a great disappointment to me after the great promises which were made during the debate in March, that the government have really come down to such a miserable proposition in regard to providing for the naval defence of Canada. They have proposed to do it in 1900, to spend some \$2,790,000 in 1901, and

line, and, indeed, of our very ex-
tence as a self-governing community.
When I compare with this the re-
solutions for this purpose which I
have passed in the great depen-
encies of Australia and New Zealand,
I must say that I feel simply ashamed
to call myself a Canadian. I am
thankful, however, that this is gen-
erally known throughout the world,
and that it is only one of the things
while acknowledging that an obli-
gation is placed upon us to take
a legitimate share in the de-
fence of the country, estimate
our share at a sum of something less
than \$3,000,000 per year. I have some
consideration, even some admiration,
perhaps, for those who are prepared
to stand up here and declare that they
recognize no obligation at all, and
consequently desire to see no tax
done. But I have nothing but con-
tempt for the conduct of those who
acknowledge the obligation, and
make up their minds that they will
simply sponge upon the taxpayer,
the mother country for as many
years longer as the mother country
allow them to do so.

I may also be permitted to ex-
press my amazement that, after having
been so long at work on the plans

the government told us they adopted for naval defence, they come down now with a statement, they say, that the ships will be unable to give us the slightest idea as to when they will be put to a single one of their new into commission, or to have them ready built, manned, armed and equipped so as to be of some fighting factor. The Prime Minister stated yesterday they had made estimate whatever with regard to this particular matter. We must remember that if the government finally decide that these ships are to be built in Canada, it will be at least ten or two years before they can begin to pay the keel of the first of the ships they speak of building, and years after that, no doubt, before the ships will be ready to be put into commission. During the whole of this time we are still to remain in the position we are now in, of practically doing nothing whatever that will bring any effectual use to the defence of the country. Is the country willing that shall be the case? I think not. The great mass of the people in Canada desire to see Canada do duty, and doing it at once, by

the fleet unit which the imperial authorities have asked for, and giving it immediately.

Now, turning to other points in the policy of the government as they appear in the estimates, I desire to say a few words in regard to the Hudson Bay railway. All that I have to say is that the estimate for the year ending March 31, 1911, is a small sum for a further survey of that route. I desire to voice my strong protest against delay in the construction of that railway. The House will remember that nearly three years ago, on the 22nd of February, 1907, the Prime Minister made a declaration that "the time has come—those were his words—the time has come for the construction of this railway." One of the following year, 1908, the Minister of the Interior announced to the House, in the Dominion Lands Act, certain provisions to create a new source of revenue adequate to build that railway—that is the language he used in explaining the provisions. The House adopted those provisions, and the funds to build the railway are now in process of being made up, and the amount of money has been collected in regard to that connection. A general election was pending shortly after that time, and in opening the campaign the Prime Minister said, in September, 1908: "The time has come—this time, now, the time has come, not tomorrow but now—that the railway should be constructed."

I made a most definite promise that the construction of the Hudson Bay railway should be proceeded with, and the Liberal party pledged the great part of its present campaign in the west upon that declaration.

I was quoted from one end of the country to the other as a specific promise that if the country returned the Prime Minister to finish his work, he intended to include in that work the building of the Hudson Bay railway.

We find that no provision has been made in the estimates for the turning of the line into a full railway, at least up to the 31st of March.

When the government

March, 1911. When the government brings down the estimates for the year, we do not know that they will do anything whatever. I would like to know whether the Government will upon the Minister of Finance that should bring down supplementary estimates to provide for this necessary work. It is absolutely necessary to the production of the North-west to have an outlet. During the summer a large number of resolutions are introduced in the House in favor of the building of this way have been passed by various bodies throughout the Northwest they have all been placed in the hands of the Minister of the Interior, as some of them have been forwarded to me for my information, I propose to read one out of a great number which I have all couched in about the same terms. To show the feeling of the people, the Northwest in regard to this matter, I will read a copy of a resolution passed by one of the towns in the district I have the honor to represent:

Whereas, the development and commercial prosperity of Eastern Canada are largely dependent upon grain production and purchasing of the prairie provinces of the Northwest;

"Whereas, the grain and cattleraising capacity east of the head of Lake Superior is not keeping pace with the rapidly increasing production of wheat and other exports of the west, and,

"Whereas an amount equal to the entire cost of the Hudson Bay route is annually expended by the west on unnecessary freight charges consequent upon the present method of hauling grain and other products to Atlantic tide water, and in reducing the purchasing power of the west and the corresponding production of the east, and,

"Whereas, explorers, navigators, miners, contractors, and others familiar with the Hudson Bay region are practically unanimous as to the practicability of the route and the rapid construction of the route and the natural harbor facilities of Churchill.

"Therefore be it resolved:
That the government of Canada requested to get busy and build the miles of the Hudson Bay railway in 1910, the remainder of the 150 miles from each end of the 1911; and during 1910 and 1911, the necessary terminal facilities, harbor improvements, and be ready for the adequate handling of traffic not later than 1912.

The House will see how we prospect there is or is not the will of the people of the Northwest be built in effect, when we realized no prison whatever is the construction which will enable the construction of a railway to be commenced next fifteen months. Not only towns, villages, boards of trade and other public bodies in the Northwest passed resolutions on this subject, the legislature of Saskatchewan passed a resolution only the other day unanimously calling upon the Minister to supplement the province made to build this railway. But just now of some provinces are already for the construction which way is likely to involve. The question I asked the other

The Minister of the Interior stated that there had been a sale of pre-emption and purchase homesteads to the extent of 4,130,400 acres of land. That answer was given last month, and covered a period up to the 31st of October last. The total sum paid on account of these pre-emption homesteads was \$2,000,000. The pre-emption homesteads amounted to \$1,200,000, nearly the whole amount of the money which the Minister of the Interior calculated that this railway is likely to cost. Now, I spoke on this subject last year, and again I desire to call upon the Prime Minister to implement the promise which he made. The promise was made in the regular circulation, but the circumstances have changed in my mind, because of the greater obstructions, because they save it much more weight than the people are accustomed to attach to most promises of the ministers of the Crown. The money has been provided. The House has been led to believe that this construction would be gone on with as soon as the money was provided, and that the land was offered on the side of the House with the provision which it was agreed to make at that time.

I mentioned the subject of pre-emption and I desire to urge upon the Minister of the Interior that he should not insist upon one of the provisions in regard to payment for pre-emption and purchased homesteads. There is a provision in the law that should be payable in cash upon the whole amount of the obligation, beginning at the end of the first twelve months. If the people who are making entries for these pre-emptions and purchased homesteads had understood this provision, I should not be so much inclined to press on the Minister of the Interior. I believe that very many of the people are of the opinion that there was a misunderstanding. I looked through the advertisements which were inserted in the newspapers announcing the sale of pre-emptions and purchased homesteads, and while all other duties were insisted upon and set out at length, nothing whatever was said about the annual payment of amounts to the government, further than that the gentleman who had a demand from the department to this interest came to me with a couple of circulars which he received from the department, one dated May last. That circular called attention to the duties he was expected to perform in order to be qualified to receive the duties of the land and cultivation but said nothing in regard to the payment of annual interest, and it was only six months later, when the first

At months later, when the payment of interest became due, they received a notification that there was no payment of interest to be made. I think it would be found that a number of people who in good faith made entry for these pre-emption claims believed that no such payment would be demanded from them and a great number of them are not in a position to make such payments. A great deal of hardship will be caused if they insisted upon. The Minister of Interior told us the other day that those who did not pay would remain liable to cancellation and their entries liable to cancellation. I said:

“If you refuse to do so, render

It is a terrible position in to place the enormous number of settlers in that country who have not got this money to pay the payment of the annual interest. I earnestly trust that the Minister of the Interior will take up this matter and not have all these settlers liable to cancellation. I do not intend to discuss the position which the lands of the province of the Northwest are being still held in the hands of the Dominion Government.

ment must sooner or later be reached and the provinces of the west must be placed on an equal footing with the other provinces of the Union in this respect. At the same time I think it right to call the attention of the House to a development that has recently taken place, which shows the difficulties with the retention of these lands by the Dominion government is creating. I say that I do not consider the questions of land in the Northwest ought to come before this

They do not come before it in connection with the lands of any province in Canada and yet, for these matters has to be brought this House and to be brought to the House of Commons in discussing the lands of those provinces, under constitution of Canada, of right belong to the people of those provinces and they are the ones who should have the sole right to deal with the lands of those provinces. It is a short time ago the statement was made in the newspapers that the members of the three provinces—Northwest, Manitoba, Alberta and Saskatchewan, had asked the Minister of the Interior to make a statement of the school lands and the funds arising from the sale of the school lands. They should be handed over to the provinces and should be mentioned

little was a policy which was advocated by the Conservatives time and again, and opposed by the Liberals, and those who represented communities in the Northwest. It was a definite shape in the year 1900, and a resolution was moved by a member for Sooch (Mr. S. S. from this side of the House) saying:

"That the Bill be not now passed, but be referred to the Committee on the Whole, instructions to amend the same, viz: that, pending the time the province of Alberta, Saskatchewan and Manitoba, be given within their respective lands, the school lands and arising from the sale thereof."

be handed over to the control and administration of the said respective provinces, according to their interests therein and according as the said respective provinces shall be ready to

accept the same. This action was voted upon by this House and I regret to say with the assistance of members representing parts of the Northwestern provinces. I sincerely trust that the government will see the error of the way and will now reverse its policy. In this respect, especially in the case of the minister of education, the new province government exercises such a very strong influence, are themselves not asking that this measure should be taken. I would again remind the Minister of the Interior of the necessity of providing for higher education in the new provinces. The government grants of land as an endowment for higher education. In 1885, the latter administration, of that day set aside 150,000 acres of land as an endowment for the university of the province of Manitoba, and I think that in consideration of the further advance that we have made in our knowledge of the great benefits of education is to the people, we should have made and had in following years a good example and should not do any longer in making a consideration of land to the two western provinces, especially as land is being taken up so rapidly now that the university is pressing within which the land is likely to be good land and the year for that purpose. I think it is also brought to the attention of the House by the form of a resolution moved by

"That the Governor in Council forthwith institute such proper inquiries as may be necessary for the purpose of ascertaining what quantities of Dominion lands in each of the Provinces of Alberta and Saskatchewan should be set aside and appropriated for the purposes of higher education and that thereupon, after obtaining the consent and approval of the Council of the said respective Provinces the Governor in Council shall set aside, appropriate and transfer to the said respective provinces quantities of said lands to be so used for the purposes aforesaid."

That resolution also was adopted by gentlemen from each side of the House, and the members from the provinces concerned. I again express the hope that the government will reverse their policy in this respect, and that they will, even at the eleventh hour, make some provision for the universality of those provisions.

Nothing whatever has been done to remove what my hon. friend Mr. South Grey (Mr. Miller) calls the "villains exemption from the law which is enjoyed by the banditti of the north," and the "banditti exemption" from the law which is enjoyed by the banditti of the north, and the "banditti exemption" from the law which is enjoyed by the banditti of the north.

Rightly or wrongly, no exemption was given; it was part of the bargain made by the Dominion government for the construction of the Canadian Pacific railway, and it is not right to take it away from those who should have been upon the spot to make the bargain. In the prairie provinces, in 1896, Mr. Walter Scott, the present premier of Saskatchewan, made the statement

which of new simply put up interest, Minister up this home- I do cy by ces in retain-

The reports in connection with distribution of seed grain in 1979 were brought down. It was announced that in the early 1970s the government decided to distribute seed grain to farmers of Alberta and Saskatchewan who were suffering from a seed grain because of a frost had visited certain sections. The government delayed action most of the time. In my opinion, and great expense caused by this delay as a consequence the quantity of the seed had been out of the country and had to be brought back again at excessive prices. The price was so high and the

provisions of the act, the settlers, although they would not accept it, would nevertheless be disposed of at a loss of over \$100, although at the same time the settlers who wanted to go without the act had to give up the title of the land at the time they obtained the title. Under the conditions which they proposed, they moved that the payment be made within one year as the act had proposed. Every member voted that at the end of one year should be given to the

to make payment, but I regret that every Liberal member against that proposal. The result is that although the grant to the government ministered to the worst, wants the one year by the government, only £500,000 has been paid by the settlers. I now absurd the provision on by the government, was also shows what a lever was the hands of the government the hands of the supporters of the government at the election took place shortly afterwards who told the settlers that I did for Liberal candidates to take care the government minister on payment for the past year.

on this side of the House have been urging upon the government a measure which the grain growers of the Northwest consider to be of vital importance to their industry. We have asked that the government should operate the terminal elevators at Fort William on Port Arthur. In this connection my hon. friend from South (Mr. Schaffner) moved last year:

"That it is the opinion of this House that the present system of operating terminal and transfer elevators is detrimental to the interests of the western grain producers; that the government should take immediate steps to provide the terminal elevators at Regina, William and Port Arthur and transfer elevators between these terminals and the Atlantic sea-board."

"That resolution was opposed by members on the other side of the House and was not carried. Still, new conditions have arisen. The government of Canada has agreed to establish a Bill establishing a public internal grain elevators as a publicly owned by the public. The Legislature of Saskatchewan has accepted this same principle. This means that, so far as the elevators at initial points are concerned, the provinces of Manitoba and Saskatchewan are now prepared to provide the government with a grain elevator and a partnership of the people. Now, a great friendship and benevolence will undoubtedly be derived from grain growers of the west from policy of the local governments. It will be lost unless the Dominion government is prepared to implement it by taking over the operation of the elevators at Fort and Port Arthur."

"I would now refer to see the effect of this government on these elevators. It has been pointed out that it would involve a very large expenditure. I understand, however, that both the Canadian Pacific railways and the Canadian Northern railways companies have stated that they are prepared to let the government operate their elevators. It is true that the owners of the other elevators that the grain growers to the proposal that the burden of finding a sum of money to purchase these elevators outright need not stand in the way of the government taking over, paying a rent for them and operating them in the interests of the grain growers of the Northwest."

The government, after bringing in the amendment and the Inspection Act in some minor details, I am prepared to agree that a considerable amount has been done in recent years in the way of improving these Acts, but they are not perfect, and I would earnestly commend to the Minister of Trade and Commerce certain proposals which were made at a meeting of the growers of Manitoba recently in the city of Brandon. The improvement of these Acts and the inspection of grain is comparatively small in itself, but they are matters of very importance to the grain grower in this country and I trust that we see most of them embodied in the Bills which the government now brings before the House. The grain growers are a wide-awake, useful and capable body of men, and I am impressed by the way in which they have taken up the cause. They have a high order of thinking and a high order of speaking. It appears at these conventions that they are thoroughly imbued with the desire to promote the interests of grain growers of that country, and that the very greatest consideration will be paid to the proposals which they have made in regard to the important Acts which especially concern them.

There is another matter which I wish to bring to the notice of the Government — another question which I wish them to take in hand and give their attention to. It is not very far from London, and if they will live up to the character, giving this afternoon by the hon. mem. South Oxford (Mr. Schell), there certainly be able to provide them by a waive of their mission. I refer to the question of the harvest-fest, and I think that it is a very serious question. During the last harvest, we had a very bad weather, and every year, for getting in the crop; and the difficulties in the way of it have been so great that it has been the narrowest margin we have had before the winter.

We have had an enormous increase in the population throughout the Northwest since the time of the gold rush. It is no doubt that the country is now able to increase in the future, but unless some arrangement is made for a better supply of food, development is likely to be cut short. If people grow up here, then it will be impossible to attract them to the country, and they will not continue to increase their acres. The government would have to take the country into its own hands, and therefore, most earnestly urge the government to take this into their consideration. At present it has been left to private enterprise and the government took hold of it, and cannot and will not do anything. I am sure that some of our men would be appointed to see about some arrangement to help the people can be obtained during the period of harvesting. I have other suggestions made to the Northwest, but I do not think necessary to enumerate them, as there will be no doubt that if the government take up the matter as I trust they will in the future.

My hon. friend, the Member for Agriculture (Mr. Fisher) has come up to us just now by the train for South Oxford (Mr. Fisher) the greatest Minister of

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to have ever had. The minister has, according to him, a non friend, performing a duty that predisposes that I have a hesitation in asking him to perform one more, and that is to do something to put our cattle industry on a better basis. I am speaking more particularly of the cattle industry in the northwest. I have been a very long time in that country and have long known the cattle industry there. It is a flourishing country, there are for several years past, and it has been steadily going up the hill, and it is time the government did something to put it on a better footing. For many years past the Minister of Agriculture has taken no steps whatever to have the cattle emperge removed by the mother country. He has taken, as far as I am concerned, and as far as I am given in the opinion of the country, no steps in the

that, no British consular officer during many years, had been able to have that embargo removed. The ministers in the old country ought to be very friendly to the non-union gentleman and no doubt should be anxious to do something in return for the indirect assistance he had given them. It was our minister who, by his utterances, had done much to let the effects of the preferential tariff be felt in the old country. He made the statement that the farmers of this country did not require any preferential treatment for their products in the markets of the old world. That was a statement which was certainly not made by the ministers in the old country. I was very glad to hear that when the prime ministers were engaged in the conference, they were obtaining some concessions from the mother country in that respect. If the Minister of Agriculture is not able to prevail on the English government to remove that tariff, he ought to turn his attention to some other means of getting our beef products marketed in a better condition in the mother country.

We had a disquisition this afternoon on the question of surpluses. Well, we are a practical people, and when we spend more money than we are getting, we call the difference a deficit. But we do the same thing in Great Britain and the United States. Why should we depart from that common sense policy and try to make out that we are having surpluses when, as a matter of fact, we are having deficits from year to year. I am very glad that the Finance Minister adopted the recommendation from this side at the last session of parliament, and charged the armaments of our militia with the expenditure on the Dominion by surveys to consolidated fund account instead of to capital account. The hon. gentleman told us that he did not think my suggestion came from this side along that line, but speaking for myself, I made that suggestion when the budget was being discussed in the last parliament. The hon. gentleman cannot get rid of the facts by any juggling with accounts. They are there all the same. To the bounties paid. They should be charged to consolidated fund account instead of to capital account, as done at present. There certainly should be charges against current expenditure because they are only

other form of protection and are given to the manufacturers in lieu of protection. Political economists generally speak of the bounty system as the most pernicious form of protection, and such I believe it is. How has it worked in our own case? The whisky makers got \$18,000,000 from the treasury during the past few years, taken from the pockets of the people, to build up a new industry; yet, as was pointed out by the hon. member for Grey (Mr. Sproule), one of those industries was able to pay the others, in addition to its dividends, a bounty of twenty per cent. The shape of additional capital stock, to its shareholders, is a very curious thing. It is a very curious thing to see the bounty on the necessities of applying bounties to industries. Why should the government pay bounties to industries which are in such

extremely good shape? It can go heartily in the congratulations expressed on the year of prosperity we have just passed through, and it is very gratifying to western men to hear the frank admission of all sides that the general prosperity is due in no small measure to our western trade and good prices. Our northern friends opposite have become so accustomed to claim all the credit for this condition of things that, even in this debate, we have heard them claiming credit for the present price of wheat. But if they are to get the credit for the present price of wheat they should take the blame for the low prices of two years ago. The year before last wheat was very much higher than it was a year ago, and it was of a very high grade in certain districts so that it had to be absolutely sacrificed. This year, or fourteen cents per bushel were taken for wheat which would have made good feed if it could have been got to the people who require it. Wheat, which had been sown by the frost, was sold at from fifteen to twenty cents per bushel. The government no doubt was greatly to blame for not having taken some steps to bring the market back to the normal level, and the farmers of the Ontario place it in the same category. The farmers were most anxious to get it for their cattle because they were suffering from a shortage of feed. Much credit for the prices prevailing for wheat in the northwest today is due to the careful marketing practised by the farmers during the present season, which prevented any serious blockade on our railways. But, the Liberals take the credit for prosperity in this country, they cannot refuse the Conservatives the credit for what they have done. It is a Conservative government that quitted that western country and fled to the Dominion, and it was a Conservative government which did the first transcontinental railway, the Canadian Pacific railway. It has been the custom to blame the Conservatives very much for having done so large a land sale, but they should bear in mind that were the conditions not existing, it was absolutely necessary to offer the

(Continued on page 7.)