

stronger and heavier oats than the American, and will command on the American market higher prices, owing to their milling properties. In spite of the fact that the staple crop of Canada, up to the present time, has been wheat, there is nothing in this agreement so beneficial to the western farmer, as making barley free. We all know that under the old reciprocity agreement, of from 1854 to 1866, the staple crop of eastern Canada was barley, and we also know that, at the present time, the price of barley, on the American side, with the duty of 30 cents equals, and in some cases, even exceeds, the price of wheat on the Canadian side. I made it my business, the other day, to inquire into the value of barley on the American side and on the Canadian side. And I say that if barley alone, had been put on the free list by this agreement, it would be my duty, in the interests of the western farmer, to vote for the agreement.

On February 18, the highest price paid for barley in Winnipeg was 56 cents, and the lowest price 38 cents. In Chicago on February 19, the highest price paid for barley was 94 cents, and the lowest price 75 cents one day between. In other words, the difference between the highest price paid in Winnipeg and the highest price paid in Chicago was 38 cents, and the difference between the lowest prices was 37 cents. That was for feed barley. But that is not all. It must be admitted, it is admitted, there is no use trying to deny it, that in decreased in the province of Manitoba, which is the oldest agricultural province in the west, many sections of the country have been overrun by weeds. We know that the crop of barley has decreased in the province of Manitoba for the simple reason that it does not pay. For instance, in 1908 there were 18,000,000 bushels raised; in 1909, 16,000,000 bushels; in 1910, 12,000,000 bushels, showing a decrease for the simple reason that it does not pay. There will be this advantage, that the farmer of western Canada, and the Manitoba farmer particularly, as the oldest agricultural district west of the lakes, will be able to grow barley at a paying price, getting in the neighbourhood of what they are getting for wheat at the present time, with the additional benefit that they will have an opportunity of cleaning their land. They will have the use of the land which would otherwise be less useful. Therefore, so far as the western farmer is concerned, putting barley on the free list is the best thing that has been done for him. It will give him a paying crop, as the yield per acre will be about double. This year the yield per acre is 20.75 bushels for barley, and for wheat only 13.47, on account of the drought. If he can receive two-thirds the price that he re-

ceives for his wheat, he will make more money raising barley, and cleaning up his farm, which has become overrun with weeds in some districts.

Another reason for which I shall vote for this agreement is that it will furnish a better market. Where are the people of western Canada to get a good market for the future? The hon. member for South Wellington (Mr. Guthrie) in his speech the other night, and it certainly was an able speech, asked: What will happen when there are a million farmers in western Canada? I say, What will happen when there are twenty-five million farmers in western Canada, and what will happen when there are 200 million acres of land cultivated in western Canada? We know the time will come when there will be 80 millions of people living between the Great Lakes and the Pacific ocean. They must have a market somewhere. The western farmer asks for a fair, square deal. He says he is prepared to meet anybody, or any interest on a fair, equal footing, and the more markets he gets the better it will be for him and the better for the whole Canadian people.

There is another question I wish to touch upon, that is the question of transportation. It has been argued that if this agreement goes into effect trade will go south, and that the millions and millions that have been spent by the people of Canada on railways will be, in a sense, wasted. My argument is this, the time is near when all the existing lines we have at the present time, and when the other two now in course of construction, are completed within five years, they cannot handle the output of western Canada. I have the statement of a railway man who was in close touch with the Canadian Northern railway, and he said to me frankly, the Canadian Northern railway have the lowest fixed charges of any railway in the world of its size. It owns its own lake steamers, it owns its own ocean steamers, and if they cannot compete with their American competitors let them go out of business.

An hon. MEMBER. May I ask the name of the hon. gentleman's informant?

Mr. MOLLOY. I cannot give the names publicly, but I will give it to the hon. gentleman privately. There is one thing in regard to transportation which this government must be very careful about, and that is that the handling of grain by the elevator companies and railway companies particularly, must be such as to guard the interest of the producer. First and foremost the interest of the producer must be considered. If competition by American roads tends to lower the freight rate in this country, I am sure and I know, that nothing will be more popular in Canada. The