

Quebec. If he has, he must have seen living mountains of information in the persons of hundreds of thousands of settlers along that route, cultivating the forests and working in the pulp and paper mills, notwithstanding all the handicaps under which they are placed. I believe that any man who knows anything about railways, notwithstanding any prejudices he may have had at first, if he will only sit down and study the matter for a while, will admit that we have suffered a tremendous loss by not taking advantage of this route from the first. The Prime Minister takes pleasure in calling it the ill-fated Transcontinental. That wounds my feelings, but that perhaps is not of much moment to him; more than that, it arouses the ire of great corporations in this country, more particularly in the East. The farmers of the west have lost from 5 to 8 cents a bushel on their wheat on account of the Government's policy in connection with this road. My hon. and beloved friend from Brantford (Mr. Cockshutt), has come in since I started to speak, and in justice to him I want to repeat what I have said. No man has a greater respect for him than myself. My hon. friend some time ago referred to the Transcontinental railway built between Quebec and Winnipeg, and in the course of his remarks, in reference to the question of the Government submitting information to the House touching the railways of the country, he said that when that project was under consideration the late leader of the Liberal party, Sir Wilfrid Laurier, had promised mountains of information, and had declared that this railway would be a great benefit to the country. I would ask him now if he has visited that portion of the country from Winnipeg to Quebec since the railway has been in operation? I receive no answer, and I presume my hon. friend has not done so.

Mr. COCKSHUTT: I have travelled over a good portion of that road twice.

Mr. TURGEON: I dare say, between Cochrane and Winnipeg, but not between Cochrane and Quebec. If the hon. member travelled between Winnipeg and Quebec I can assure him he would see the mountains of information of which he spoke, in the shape of thousands of live settlers who have erected lumber mills and pulp mills and engaged in other activities, thus creating a trade the benefit of which is lost to the farmers of the West because of the lack of proper transportation facilities. I

[Mr. Turgeon.]

have spoken of the quantity of wheat shipped to the United States, and I think that the more sold in that country the better for us. The United States market we tried to get, and it is no fault of the late Sir Wilfrid Laurier that reciprocity was defeated in 1911. If that agreement had been entered into, the people of the West would to-day have been happy. It was my privilege, through the generous invitation of my admirable leader, to address some meetings in Saskatchewan last fall, and I remember there making the statement that had reciprocity been the fortune of Canada in 1911, there would have been no need to-day of a Farmers' party, because the farmers would have been prosperous and quite content. Recently it was my pleasure to read in the newspapers a report of certain utterances of the leader of the Agrarian or Progressive party, the hon. member for Maquette (Mr. Crerar), in which he stated the same thing. He said that had reciprocity been carried into effect there would have been no need for a Farmers' party in Canada at the present time because the farmers would have prospered. I was very much pleased to note that sentiment on the part of the hon. member.

The minister will, no doubt, recall that when we were considering the taking over of the Grand Trunk two years ago I warned the House that the products of the West, particularly grain, would not find their way to St. John or Halifax but would go to Portland. My hon. friend promised me at the time—I had no reason to doubt his word, and he would probably have carried out his promise had he not been prevented—that he would take steps to see that this would not occur. I warned the minister that if we did not take steps to prevent the diversion of our products from the port of St. John to Portland, he would find himself faced with a situation which it would be exceedingly difficult to overcome. I regret the new minister for New Brunswick, the Minister of Customs (Mr. Wigmore), is not here. Complaint was made in the city of St. John, in the month of February, that no grain was coming through the port of St. John, but was going to Portland. A delegation waited upon the minister, and certain questions were also addressed to the head of the Board of National Railways. Mr. Hanna replied that he had not so far sent any grain to St. John, nor had he sent any to Portland. He added