

terminal requirements. We hope very sincerely that the Canadian Pacific Railway will soon enjoy its own running rights from Windsor Junction into Halifax city. I know that the honourable senator from Halifax-Dartmouth (Hon. Mr. Isnor) will heartily agree with this. It would mean much, not only to the company, but also to the further development of the port of Halifax.

Although these suggestions on improved transportation are not new ones, they have become increasingly urgent and necessary to our proper development. Much has already been accomplished, such as the bridging of the Strait of Canso, with the help of that province, better transportation to Newfoundland and Prince Edward Island, the Nova Scotia-Maine service and other improvements. I believe that the present Government is desirous of doing what it can to assist our provinces. Therefore, I hope that prompt steps will be taken to do all that is practical to finish the job so far as our needed transportation changes are concerned, including the construction of a causeway to Prince Edward Island.

We are indeed fortunate in having a large group of our most capable and progressive men from the Atlantic provinces working together to improve our economic position through the Atlantic Provinces Economic Council. The members of this organization are unselfishly giving much time and effort to their very important task of finding ways and means whereby our people can be assisted to help themselves, and I feel that our Government will give willing co-operation to their carefully considered suggestions of anything that may be done to assist our people.

Another very important sign during the last two or three years is the friendly manner in which the premiers of our Atlantic provinces are meeting together to discuss problems of mutual interest and even lending support on occasions where they have little to gain directly and personally, or for their province. An example is the co-operation of all four to help secure the proposed causeway linking Prince Edward Island to the mainland. Another example is the co-operation which Prince Edward Island and Newfoundland are giving to the other two provinces to secure cheaper power in Nova Scotia and New Brunswick.

Although we have in Nova Scotia and the other Maritime provinces some of the most progressive and efficient farmers to be found anywhere in Canada, there are still too many uneconomic farm units, measured by today's standards. This is another main reason, I think, why our farm income in the Maritimes

is on the average lower than that in some other parts of Canada. There are still many farmers who, if they would accept helpful suggestions on farm management by those who are recognized authorities in this branch of service, could build up their soil with lime and fertilizer and produce the crops best suited to their conditions. It will be found that our most successful farmers have been anxious to benefit from our valuable scientific and extension workers in both federal and provincial fields. I trust that workers in other agricultural services will forgive me when I say that just at this stage of development I do not think that there are any more important services to be rendered our farmers than by those who are competent in farm management. The chances are that they will also frequently require the skills of the soil chemists and other technicians. This presents a challenge to our provincial departments of agriculture to engage as many men well-trained and competent in extension and farm management as it is possible for them to secure, provided of course that our farmers are willing to accept and benefit from this most valuable assistance.

There never was a time when education of our farm youth paid greater dividends. Among our farmers it is the exception to find that an agricultural college graduate, or one who has taken the practical short courses, is not making a success. Although the agriculturally-educated farmers do not need the assistance of extension and farm management staffs nearly so much as do others who have not had these advantages, they seem to be among those who most appreciate such services.

The farmer who has not within his own family the help he requires finds it very difficult to hire outside assistance, pay the higher wages that competent help can command, and make a success unless he can increase production. If one is to be a successful farmer today, it is most important not only to have the soil in condition to produce bountiful crops, but to farm an acreage large enough to provide for the necessary wages and sufficient use of the requisite machinery to justify the expense of the equipment. This does not mean that farmers with smaller acreages producing small fruits, vegetables, poultry, hogs, etc., cannot make a success. Many of them, especially those who have help from their own families, are succeeding and giving their sons and daughters a good education in wholesome surroundings.

Although we produce a surplus of some crops, we are yet deficient to the extent of 45,000 head of beef cattle, 18,000 veal and 196,000 hogs a year, in supplying meats consumed in my own province. In all the