

the fishing industry seems always to be overshadowed by the more concentrated attention to agriculture. One cannot think about the vast prairie provinces without first turning to grains such as wheat, oats and barley, and to cattle, hogs and poultry. But over all, the economy of the prairies is built on wheat. The way of life of the people is geared to wheat. The tempo of the cities, towns and hamlets, the pattern of commerce and trade are based upon wheat and weather, for the harvest and the yield and the quality of wheat determine success or failure, abundance or want.

What wheat is to the prairie provinces, so fish is to Newfoundland. By contrast, however, one witnesses in the pages of history the fact that less than one hundred years ago the whole energy of the Government of Canada was directed toward the development of the great western plains of this country. The resources of the nation were pledged and placed behind those great statesmen, industrialists and adventurers who forced ribbons of steel across this continent to the Pacific Ocean and named this enterprise of transportation the Canadian Pacific Railway. Millions of acres of Crown land were made available to promoters who built the town-sites and settled the adjacent lands. The "bread basket of the world" grew where buffalo had roamed. Tens of thousands of people trekked into the West from the older settlements of Eastern Canada, from the United States of America, from the British Isles and from Europe. The virgin lands of western Canada were forced under the plough, and out of the growth of the west, through a concerted immigration policy, came the stimulus to industry of central Canada.

In the cavalcade of human events which followed is written a chapter in the history of the dominion from which the virile strength of this nation developed. The governments established essential services in keeping with the need. Experimental stations, agricultural schools and colleges were built and expanded. Large sums from the public treasury were spent on employing science to determine how two blades of grass and two heads of wheat could be made to grow where only one had grown before. New varieties of wheat, oats, barley, grasses and vetches were bred and propagated. Experimental stations employed science to determine how to cope with rust, and smut, and grasshoppers. Scientific research played a great part in the forcing development of more and more land under cultivation, with better crops. The horse-drawn walking plough, mower and binder, gave way to the tractor-drawn cultivators and combines of today. In large areas the soil was mined of its riches; and then the government was called upon to pay farmers not to grow grain.

Drought, soil-shifting and wholesale erosion were threatening the future economy. Tens of thousands of square miles of cultivated land had to be returned to grass.

With the production of exportable surpluses of grain the prairie farmers had need of facilities to market their crops. One-hundred-mile treks of grain-laden, horse-drawn wagon trains carrying the harvest to railhead were the role of the pioneer and the demand of a pioneer era. This soon gave way to the demand for line elevators, central elevators and terminal elevators, far beyond the scope of venture capital. This need of facilities to serve the mushroom growth of the Canadian prairies in marketing wheat was beyond the capacity of private initiative. It was met through financial assistance by governments co-operating with private and co-operative enterprise. Finance was made possible, and today the vast terminal elevators at the seaports of Canada are maintained and operated under government sponsorship. Irrigation projects were undertaken to enable the carrying on of mixed farming operations. Federal assistance was given in the production and distribution of seed grains, alfalfa and crested wheat grass. Improvement in the breeding stock of swine, beef cattle, poultry and turkeys, was undertaken to bring about a balanced agriculture. The Prairie Farmers Rehabilitation Act was passed to enable the prairie farmers to cope with their problems. Grants for the improvement of cheese factories were undertaken, and to the end of March, 1951, more than \$1,500,000 had been paid out for this purpose. Premiums paid for high-grade cheese aggregate more than \$14,000,000. It is not my purpose to expand the many points which could be referred to as serving to support my contention that, by contrast with the consideration given to agriculture, the fishing industry of this country has not yet claimed the attention it merits.

During the 1949-50 fiscal year the federal government investment in grain elevators is represented (a) by those elevators operated by the National Harbours Board, at Prescott, Vancouver, Port Colborne, Churchill, Halifax, Saint John, Quebec, and Montreal, representing an investment of \$42,292,114.92, which elevators in the 1949-50 fiscal year had an operating profit of \$655,782.37; and (b) by those operated by the Board of Grain Commissioners, at Moose Jaw, Saskatoon, Calgary, Edmonton, Lethbridge, Prince Albert and Port Arthur, representing an investment of \$10,380,405.47, which elevators were operated at a loss of \$218,499.43 in 1949-50.