

*The Address—Mr. Bater*

I believe most hon. members are aware of the fact that at Lloydminster there is the largest black oil field, not only in Canada, but I think I am safe in saying on the North American continent. Speaking of the oil field at Lloydminster, I should like to say a word or two about the curtailment of railway service which took place recently. I believe the service is to be resumed today. I want to sincerely thank the Minister of Transport (Mr. Chevrier) and the president of the Canadian National for their prompt replies to me, and the courtesies they extended while I was writing on behalf of the travelling public, the businessmen of the city of North Battleford, as well as the railwaymen of the divisional point of North Battleford. I hope this curtailment will turn out to be a blessing in disguise. It is my opinion that, in so far as the Canadian National Railways are concerned, a thing of that sort should never be permitted to happen again. If necessary, higher subsidies should be paid on our own Canadian coal and our oil, so that it could be transported to the points at which it is required. This would enable the Canadian National to have plenty of both, and not require American dollars to purchase. If we do this, we will be creating more work for the coal miners, as well as the men in the oil fields. We will be creating more jobs for the men on the Canadian National Railways.

The mention of railways recalls to my mind that the Hudson Bay railway was mentioned this afternoon. I should like to point out that, so far as this railway is concerned, no party has done more towards the construction and operation of the Hudson Bay railway than the Liberal party. They built it, and they built the elevators as well. I have received information to the effect that one can bring cattle from Scotland to the port of Churchill at a rate of £100 per head—not dollars, but pounds. I believe I mentioned this specific case at the last session. I think this is something that requires investigation. Some insurance company should look into the matter of underwriting the rates on stock, and possibly on other commodities that could be brought to the port of Churchill. Perhaps the Saskatchewan government could investigate the matter, because I understand it is in the insurance business. I just received this information the other day, and I think it bears investigation.

Mention was made today of the Prairie Farm Rehabilitation Act. It is my belief that this is something for which we should give credit to the right hon. Minister of Agriculture (Mr. Gardiner). I believe he has made an honest endeavour to have that act extended to every section of western Canada,

as well as to other parts of the dominion. In speaking about the Prairie Farm Rehabilitation Act, the member for Lake Centre (Mr. Diefenbaker) followed his usually critical line. He has constantly blamed the federal government for the delay in the completion of the South Saskatchewan project. I would point out to the hon. member that both the Saskatchewan and Alberta governments have at last agreed with the contention of the Minister of Agriculture, that the provinces have a financial responsibility in connection with these irrigation projects. I have no doubt the member for Lake Centre will be surprised, and I hope delighted, to know that an agreement has been finally entered into between the Alberta government and the federal government concerning the St. Mary's project. It is hoped that this agreement will serve as a model for other agreements, as the Minister of Agriculture prophesied at the last session.

Some reference was made also to the Crowsnest rates. I should like to point out, Mr. Speaker, that the only time we were in danger of losing the Crowsnest rates was during the period when Mr. Meighen was in charge of the government. At the end of the first great war a bill was introduced into the Commons, and passed, which would have done away with the Crowsnest rate. The late Senator Watson, a Liberal from Portage la Prairie, moved in the Senate that the bill be returned to the Commons to have a clause inserted that the rates could be suspended for three years only. When the matter came up in 1922 the Liberals were in office, and the rates were finally restored to their statutory position. Coming to a more recent period in connection with these rates, it was at the last session that the western Liberal members in this house signed a petition requesting that these rates be not interfered with. This petition was forwarded to the board of transport commissioners.

I am sure all members were pleased to note the reference in the speech from the throne to the forthcoming Indian Act. At the last session, I believe the Indians were referred to as the forgotten men. I am sure we are all pleased, and hopeful, that something will come out of this that will give the Indians a better deal in these changing times.

There is another group I should like to mention, not quite so numerous as the Indians, and that is the Northwest Mounted Police. I recall, as I suppose many of the members from the west do, that in the severe winter of 1906 and 1907 the mounted policeman used to ride into our yard. At that time we were living about 22 miles from Battleford. He did not ride into the yard then in