

ment and piling up the expenses but doing nothing to make our cold storage transportation what it ought to be. Compare for a moment the system of cold storage across the Atlantic from the Dominion to the markets of the world with the system in operation from New Zealand, or the system which brings the chilled meat from the Argentine Republic and lands it in the British market. I might go on to tell you about the improvements he has attempted to make with regard to the fruit marketing Act and about his squandering of the people's money in other measures he has brought before this House. In nearly every one of them, he has made a complete failure. And to-day we find him rising in his place and condemning my hon. friend from Macdonald (Mr. Staples) for trying to urge on the government the necessity for appointing a practical farmer to the Railway Commission. What has he done towards helping to remove the cattle embargo in the old country? Why, you find him standing up and telling the people that they do not want mutual preference in the British market. Nor will he make an effort to get our goods into the German market, the second best market in the world. A few months ago we found him telling the farmers in his own province that they do not want rural free mail delivery.

Mr. NESBITT. What has rural free mail delivery to do with the question before the House?

Mr. SPEAKER. If the hon. gentleman is raising a point of order, he should do so definitely and not in the form of a question.

Mr. NESBITT. My point of order is that the hon. gentleman is not speaking to the resolution before the House.

Mr. SPEAKER. The purpose of the resolution appears to be shown in the last few words: 'In order that the best interests of the agriculturist may be protected.' That certainly opens up agricultural questions, but I think that these agricultural matters should be discussed in the light of the preceding part of the resolution, and that is how they are to be protected by the appointment of an agriculturalist to the Board of Railway Commissioners, rather than by a close study of other matters connected with agriculture.

Mr. ARMSTRONG. I quite recognize that several of the hon. gentlemen who preceded me have wandered somewhat afield, but I think that the Minister of Agriculture was responsible for having introduced a number of subjects into the discussion not expressly covered by the resolution.

Mr. NESBITT. But what has rural mail delivery to do with it?

Mr. ARMSTRONG.

Mr. ARMSTRONG. I am sorry to see the hon. member for North Oxford taking the position he does. I am sorry to see that he does not take sufficient interest in matters pertaining to the farming interests to have them discussed on the floor of parliament. But I feel satisfied that when he goes back to his constituents and meets the different farmers of his constituency—and I have no doubt there are lots of brainy men among them—he will find that they will resent the position he has taken, in attempting to criticise any hon. member for trying to show up the sins of the Department of Agriculture. Coming back to the question before the House, I wish to point out that the hon. gentleman from Macdonald (Mr. Staples) was perfectly justified in urging on the government the necessity for appointing a practical farmer on the Railway Commission. I know he does not intend that the appointment should be limited to practical farmers from the west, because he recognizes that the farmers in the east are also in need of representation on that board. I need hardly call to your attention, Mr. Speaker, that an immense quantity of perishable products go out of our country every year, and that these require to be handled by men who understand their transportation, and consequently some one acquainted with that subject in particular should be on the Board of Railway Commissioners. I might also mention that the express companies have a great deal to do with the transportation of perishable products. I have in my mind one man who last year paid out \$50,000 to the express companies for the transportation of perishable products, and I know of many others in our farming districts who pay out large sums to these companies. We need, therefore, on that commission a man thoroughly conversant with that subject. We need also one conversant with the question of railway crossings, and it must be admitted that the one class most interested in these are the farming class. Then there are questions of drainage which come before that board and in regard to which it is important to have some farmer, who thoroughly understands these questions, on that Railway Commission, for very important questions of this kind come before the Railway Commission from time to time. The question of the carriage of the mails to distant districts claims the attention of the people living in the rural parts of Canada. The independent telephone and telegraph companies are also interested in having a man to represent them on the Board of Railway Commissioners. I do not intend to take up further time. I content myself with expressing the earnest hope that the government will support this resolution, and, that when the time comes to appoint a man on the railway commission a man