

SUPPLY—GRAIN CONGESTION IN THE WEST—*Con.*Clark, M.—*Con.*

prairie and the people are suffering. If you are responsible for the government of the country, you are responsible for the welfare of these people—4028. During the last campaign these people have declared that they will have no truck or traffic with the Yankees—4029. Both parties in Great Britain practically united upon a free trade basis. The west going to raise a billion bushels to market—4030. Look if there is yet time to turn for a ready market in the one direction possible. Loyalty of American emigrants—4031. Throw consistency to the winds as all great statesmen have done. Rises to a point of order—4032.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—3976.

Asks that the motion be postponed until another day—3976. Mr. Oliver's speech largely an attack upon Providence, winding up with an attack on the government and himself in particular—4009. The miners' strike and its effects. The railway came to the assistance of the people. The grain was not ready to transport—4010. The hauling that coal disorganized railway traffic. Shortness of the season for haulage. The abnormal delays were of very short duration—4011. Comparison of grain haulage, 1910-11 and 1911-12. 70 per cent more cars handled in a shorter season—4012. The government is merely not responsible for the poorer quality of the grain. What good will his gloomy picture do?—4013. He is not doing anything to help Canada's northwest in the eyes of the world. The late government left this state of incapacity—4014. They were recreant to the bargain by which they got authority to build the N.T.R. What is the use of fighting over the events of last September—4015. The prairies of the west and the men of the east are not aliens to each other—4016. Every man has a right to be protected by the government against arbitrary or wrongful exactions—4017. The northwest might aid itself by changing gradually but surely its method of farming, and introducing mixed farming—4018. Among the last things the ordinary settler in the west thinks of is to get some storage capacity for what he raises—4019. We were not where we could find out the facts of the case until it became later than it otherwise would have been—4020. The Interstate Commerce Committee upon our great appeal. Gave permission to put the rates into effect, but for export only—4021. Asks why a vote of want of confidence should be moved. The reduced rate goes into effect on March 7th as soon as the time limit runs out—4022. No use in belabouring this corpse-like bugaboo any longer. Urges that the motion be withdrawn—4023.

Fowler, G. W. (Kings and Albert)—4032.

Thinks Mr. Clark a man better acquainted with the purlieus of Whitechapel than

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with Westminster—4032. The fault cannot lie with the government who have not had time or opportunity to take the matter in hand. It lies at the door of the late government—4033. The threadbare subject of reciprocity voted on with almost unanimity in September last—4034.

Oliver, Hon. Frank (Edmonton)—3975.

Moves the resolution of which he has given notice—3975. The conditions are urgent and he would like to have the matter considered—3976. The grain blockade. This year the conditions were extraordinary—3977. It began after the close of navigation. Grain became liable to destruction. The Ogilvie Milling Company's estimate—3978. Sir Byron Walker and the farmers' shortage. Due to the unfavourable condition of the harvest season—3979. Inspections at Winnipeg. Weather delayed deliveries. Loss arising from blockade conditions—3980. Elevators full. Cars ordered. Grain in storage. Statement in the *Free Press*—3981. The depreciation in price because of the depreciation in quality—3982. He goes into the season of marketing with one-third of his reasonable expectations cut off by natural causes. Results of the blockade—3983. Panic prices resulted to the farmer, panic conditions prevailed and have prevailed ever since. Damaged grain and hospital elevation—3984. The conditions this season differ from ordinary conditions. A great deal of grain to-day is remaining unthreshed in the stocks—3985. A conservative estimate of the direct loss to the farmer as the result of the blockade conditions—3986. There is no doubt that a large part of the grain crop is in danger of total destruction—3987. The damaged grain must get forward to the drying plant before the warm weather sets in or it will be lost—3988. The western credit system. Action has been taken by the government to give some measure of relief. Railway rates—3989. Rates on grain on shipments in transit or bond approved by the Interstate Commerce Committee—3990. The clause pressing the government to urge arrangements for the same rate on barley and flax to Minneapolis—3991. What might have been done to give relief. A shorter outlet wanted. Mr. Foster late in taking his measures—3992. Had he been sooner the country would have been many millions of dollars better off—3993. A despatch in the *Winnipeg Free Press*. The arrangement for the benefit of the railway companies not the farmers—3994. Quotes the report of Mr. Eddy. Asks what excuse Mr. Foster has to offer for not taking action earlier—3995. Another *Free Press* article. One from the *Montreal Gazette*. The government policy. They cannot escape from the conditions—3996. Mr. Foster has allowed it to go too far, but he shews that he had know-