

Let me say that the Pembroke Woollen Mills were operated and controlled by a former supporter of this administration and that owing to the policy of the government, that mill is in process of being dismantled at the present time.

Name of Mill	Dated closed
Harris and Company, Rockwood, Ontario	1925
Boyd, Caldwell and Company, Appleton, Ontario	1925
Boyd, Caldwell and Company, Lanark, Ontario	1925
Randle Brothers, Meaford, Ontario	1924

There is a list of about fifty of them, but I am not going to read any more. Is it any wonder, in view of these facts, that the farmers of this country have become disgusted with the sheep raising industry which should be one of their great assets?

What has the government done in this budget or, for that matter, since it came into power, for the wage earners of the Dominion? Last year our imports from and exports to the United States were as follows:

Imports	\$825,000,000
Exports	492,500,000

Most of our exports to the United States were raw products, products of the mines, forests and so forth, whereas in the neighbourhood of \$400,000,000 worth, or practically one-half of our imports from the United States were made up of articles manufactured in that country from raw products which they had imported from the Dominion of Canada. Furthermore, most of those manufactured articles were such that, under a government which had at heart the true interests of the Canadian workmen and Canadian people generally, they would have been manufactured in this Dominion, in this way increasing the wages for our workingmen and at the same time helping our farmers by creating markets for them.

Let me refer now to the agricultural implement industry. Agriculture, as everyone admits, is really the basic industry of the Dominion. The present government tinkered with the tariff on agricultural implements, promising the farmers that they were going to decrease the price. As a matter of fact, as has been conclusively shown, the cost of agricultural implements in this country is just a little higher to-day than it was before the government tinkered with the tariff. What has happened in the meantime? Our importations of agricultural implements are as follows:

Date	Amount
1925	\$ 6,494,986
1926	13,000,000
1927	18,000,000
1928	29,000,000
1929 (estimated)	40,000,000

Had a proper tariff policy been adopted, every one of these agricultural implements should have been manufactured in Canada providing additional work for the Canadian workingman, instead of which many of our workmen have been obliged to sell their homes, leave the Dominion and go to the United States to get the jobs denied them at home because the government has failed to act in their best interests.

The situation is similar in regard to the woollen industry. We are importing to-day \$24,000,000 worth of woollen goods while our Canadian mills are operating at only one-half of their capacity and are providing only 30 per cent of the requirements of this country. The government are allowing \$24,000,000 worth of woollen goods to come into Canada to the detriment of the Canadian workingman and the sheep industry. This government by a slight change in the tariff could provide that probably one-half of the total amount of woollen goods at present imported would be manufactured in this country, giving work for our workingmen and increased markets for our farmers.

The present administration during this session refused any additional grant towards the construction of a transcontinental highway, and in support of their refusal they brought forward some rather peculiar arguments. Some members went so far as to say that such a highway would cost \$200,000,000. I do not know where they got that estimate; I do not know if there ever has been an estimate given of the actual cost of construction of a trans-Canada highway. The fact remains, however, that there is no single piece of work that might be undertaken in Canada to-day that would redound more to the best interests of all the people of this Dominion than the construction of a motor highway across Canada. It would bring the people of eastern and western Canada closer together, and that is what we need in this Dominion. It would bring our young men and our young women in eastern Canada into contact with their fellow-citizens in western Canada, and by making the people of the east familiar with that western land would perhaps tend to prevent the exodus of our young people to the United States. Everyone knows that highway construction throughout the history of the world has always preceded the material advancement of any country.

I think it was the Prime Minister who in an earlier debate this session, when he was trying to show that the New Zealand treaty had not reacted against the farmers of this country, made the statement that the American tourists coming into Canada were drinking so much milk that we were not able to