

ketable iron to be used in the manufacture of implements or in general industries, our manufacturers of iron have to import about 40 per cent of their ore: the New Glasgow furnace brings it from Newfoundland, and the Hamilton furnace brings theirs from the United States. This is necessary to obtain a proper blend.

In trying to protect that industry we are protecting an industry, a considerable portion of which is located in the United States. The returns in connection with this iron industry show that this terrifically costly experiment which has been going on since 1887 has not produced any result commensurate with the direct and indirect outlay in bounties paid out of the Treasury and in duties taken out of the pockets of the people. In this age, which is essentially an iron and steel age, there is no industry skilled or unskilled that does not rest primarily on these two fundamental articles. From them are made the machinery in the factories and even the tools employed by the workmen therein. From them are manufactured the vehicles for carrying the product to the market and the vehicles for bringing in the raw material and sending out the finished produce. Take the farmer and consider the amount of steel and iron in various forms which he uses, and there are no two products in his whole economy that occupies so large a space in it. Consider that his stoves, his kitchen hardware, his implements, his fences, his nails, his saddlery, his wagons, and even the shirts on his back which is manufactured in the factory, are all affected in order to keep this industry going.

Let us look and see how this industry prejudicially affects the agricultural implement industry. The contract price per ton of implement iron in Chicago or Pittsburg is \$11. The duty is \$4.48 per ton, or 44 per cent. The duty is about 40 per cent on steel. The duty on coal and fuel that these manufacturers have to use is 60 cents a ton or 60 per cent ad valorem, reckoning the mine price in the United States. To get that pig-iron from Chicago or Pittsburg to Ontario costs \$2 per ton for transportation. Leaving out the bounties, therefore, the Canadian smelter has a natural protection of nearly 20 per cent and an artificial protection of 40 per cent. To import iron from the States costs \$17.48 per ton. The American manufacturer of implements and other products in which iron is employed obtains his iron for \$11. To get a ton of iron from New Glasgow costs a great deal more than \$11; it costs in the neighbourhood of \$12. The American people enjoy no bounty, while our people have a bounty of \$2.24 a ton. The transportation charge from Nova Scotia to Ontario is \$4.75 per ton by rail or water. The only reason why it is so high is that if it were brought by water, they would be unable to take it the entire way; bulk would have to be broken, and this accounts for the high rate.

Mr. RICHARDSON.

There is really no essential difference between buying the stuff at the frontier and paying the duty, and bringing it from Nova Scotia. We pay in transportation 45 per cent of the actual cost of the ton in Chicago. All the other articles that enter into the construction of implements, share in the tax imposed through these iron duties. They might be enumerated as malleable iron castings, nuts, bolts, screws, wire nails, and even the cotton duck that is used for binder aprons is taxed. Then the enormous cost of iron, steel and other machines comprising the plants in all factories must be taken into consideration also, workman's tools, steam hammers and a thousand and one machines used in connection with the manufacture of implements. It is safe to say that it is cheaper by 50 per cent to start an agricultural implement factory in the United States than it is in Canada. The implement manufacturer has to add the extra cost of his plant to the price of his machine.

It ought to be pointed out here that this agricultural implement industry was created and fostered when raw material was absolutely free. The industry took root during the American war when there were no duties on either iron or steel, which were then imported from Great Britain. We secured our iron and steel then on an average of \$10 a ton cheaper than the Americans at that time produced theirs. That \$10 a ton was tantamount to a bounty to that amount to the Canadian manufacturer. These conditions in Canada which existed in 1876 and later have been reversed, that is to say the Americans have got the cheap material and Canada the dear. Nature, it has been demonstrated, has been kinder to the people of the United States. Providence and not protection did it. We do not want to do any injury to any legitimate industry, but it must be pointed out that the way to modify the high duties on agricultural implements and hundreds of others, is to wipe out this illegitimate industry. It is responsible for very much of the trouble. In the interest of the farmers and of the west generally, the Government has not gone far enough in the reduction of these iron duties. It may be quite true that many millions of dollars have been invested in the iron industry in Nova Scotia, but the question is whether we should go on compelling the taxpayers to support an industry of that kind that will continue to be a deformed infant no matter how long we nurse it, even if we continue to hold the bottle to its mouth till the crack of doom. The true way to cheapen agricultural implements is to sweep the iron duties away altogether even if in doing it the Government had to commit the crime of infanticide. In view of the deformity of the child the country would prove the crime. It is quite evident in view of the facts I have submitted that the agricultural industry would not be fairly treated if the duty were entirely taken off the finished article, thus leaving it exposed to high duties