

*The Address—Mr. Evans*

Some hon. MEMBERS: No, no.

Some hon. MEMBERS: Yes, yes, read it.

Mr. EVANS: I have said that this feeling of bitterness will not down until the complete elimination of class legislation and class privilege is accomplished. How far the advocates of trade penalties in this House will deem it safe to obey the dictates of skilfully organized self-seeking minorities is for them to determine. I can only hope that the present class legislation will not be carried on to such an extent that it will further endanger the unity of this country, separating, as it does, different classes and different geographical areas and vocations. Certain parts of the Dominion are better adapted than others for particular products. These different areas are actually separated, one from the other, by a system of class privilege, which has prevented the people from thinking along national lines. They say Canada is a hard country to govern. It is only hard in proportion as class legislation has made a cleavage between the different areas. Perhaps one of the finest acts of statesmanship in Europe in the nineteenth century was the unity of Italy. This was brought about by placing all parts, north and south, and all classes, on an equal basis. I say, Mr. Speaker, that it will be an act worthy of the greatest statesman to so place this country on an equitable basis for all. We are inevitably driven to a decision of this kind. We must arrange some sort of an agreement for the different classes in the different geographical areas, if we are going to live together in this Dominion. An economic system must be found on which freedom can be built.

The Speech from the Throne mentions the lifting of the British embargo on our cattle. This is one place surely where our government will take a broad view of things, and, with the Government Merchant Marine, create some competition for our steamship lines operating on the Atlantic; so that the lifting of the embargo may be of some use to us. It still costs over \$51 to land an animal from Saskatoon in Liverpool. I think it must be plain to all that as things stand the removal of the embargo to-day is of very little use to us. It is surely reasonable to expect that, with the greatest railroad system in the world, and a Merchant Marine in connection with it, freight and transportation rates will be such as will allow the commerce of the country to move freely over these lines, whether it be the potatoes of New Brunswick or the grain of the West. The needs of the producer surely should be considered first. If

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agriculture is choked to death—and it is already gasping—what will our railroads and steamships do for an income? In fact it will take many years to again reach the point we had once attained in agriculture and in the production of all things, particularly live stock. However much our highly protected industrial magnates may emphasize the surpassing importance of the home market, and be able to embody their will in the statutes of this Dominion, they must surely realize how vitally essential it is that a prosperous foreign trade in agricultural products must be carried on, and to this end I say that agriculture must be encouraged and every incubus that prevents its growth, and, since the produce of our farms is sold in competition with the produce of all other countries, every undue charge that puts the cost of production out of line with the world's prices must be removed. The handicap of freight rates, of which the hon. member for St. John (Mr. Baxter) complained so bitterly this afternoon, is also a product of class legislation in our trade penalty system, and it is unfair to expect the wage earner to accept the remuneration for his services altogether out of relation to the price of what he has to buy.

I desire to reply to a few of the statements made by different members of this House before I close. The hon. member from Cape Breton South (Mr. Carroll) said that one in every twelve persons in Saskatchewan owned an automobile, and he made this statement as evidence of great accumulation of wealth on the farms there, and that the farmer was living in ease and luxury. If the hon. member knew anything of western conditions he would know that a car is a necessity on the farm. He also spoke as though all the people in Saskatchewan were farmers, and forgets that we have fairly good sized towns and cities in that province. Quite two-thirds of all the cars are owned by urban dwellers, and after all, it is only the small cars of the most inexpensive kind that are owned by the farmers. My hon. friend does not know either, and he did not tell us how many of these cars are not paid for. An automobile firm that I knew, not operating in my constituency, but which I was friendly with, after having \$80,000 out, was able this fall to collect only \$300. My hon. friend says that we have spent \$16,000,000 on road improvements in one year. Most of the work is done in our province by the farmers themselves, working their own taxes out, and when you divide \$16,000,000 amongst 125,000 farmers, that amounts to only \$128 apiece. To make such glaring statements without any qualification is not an honest argument, to say the least. My hon. friend says