

decide as to these points. I understand, of course, that there are complexities. I understand that the problem of transportation must come in; I understand that the problem of great combinations of capital in other countries must be considered; I understand that a great factory which has an annual output of \$20,000,000 can sell its products at a much lower price than a factory the annual output of which is only \$1,000,000, but I would insist that we should have reasonable and accurate information as to all this.

Guarding Against American Trusts.

We can guard against our own trusts and combines by appropriate legislation passed by the parliament of Canada, but we have no means, except our tariff, to guard against the trusts and combines of other countries. I would like to tell hon. gentlemen that there are some curious positions which we do not all appreciate connected with tariff questions. I remember that some years ago I was talking to a big manufacturer, and I said to him: There is an outcry from men in your industry for an increase in the tariff, and he said: I am not joining in it, I am opposed to it. I told him I was surprised at that, and he said: You will not be surprised when you learn the reason, and I will tell it to you: A great many factories in this industry have gone out of business during the past few years, there are only a few left now beside myself, I am strong enough to keep on under this tariff although I may not make any money at present, but my competitors in Canada are not as strong as I, and they are bound to go to the wall. I want them to go to the wall. It is for that reason I am opposing any change in the tariff upon my line of industry at the present time. Remember that after all there is something in competition, under a reasonable tariff, which makes for reduction in the price of products.

As Regards Agricultural Implements.

The hon. gentleman from Portage la Prairie (Mr. Meighen) presented a very forceful argument to this House with respect to the duties on agricultural implements, and I say that the government of Canada ought to be in a position now to lay before the House information which would either corroborate or displace the facts presented by my hon. friend (Mr. Meighen). So far as agricultural implements are concerned the proposals submitted by the government are not along the line of the facts which my hon. friend (Mr. Meighen) presented. They deal in exactly the same way with some articles

a strong argument and with other articles upon which he made a very strong argument indeed. Before the end of the session the government should bring down, with regard to that particular industry, information absolutely accurate and definite with respect to the cost of production, and having that information it would be in order for parliament to deal with the question according to the light which would be shed by that information upon the very important subject which that hon. gentleman (Mr. Meighen) brought before this House. The statements of my hon. friend (Mr. Meighen) have not up to the present date been controverted by any member of the government, and if not controverted I think all must admit that they call for some action by the government and by parliament.

What the West Wants.

Earlier in the session my hon. friend the Prime Minister has spoken, and I have spoken, of a certain feeling among the people in the western part of Canada that fiscal conditions in this country at the present time are not perfectly fair to them. I feel that after all the question of transportation is the question which, coupled with that of terminal elevators, most intimately affects the west. Some years ago when I was in western Canada a great many farmers spoke to me on matters directly affecting the people of that part of the country. One big farmer who sought an interview with me dwelt most vigorously upon the needs of the west in respect to transportation, and I was very much impressed by his observations. He said:

Importance of Transportation.

'There is a good deal of outcry in this part of the country about the duties on agricultural implements and the duties on other articles, but I am not very much disposed to join in that outcry. We deep-thinking men are more concerned with the question of cheap transportation of our products than we are with the question of saving \$25 or \$30 a year on our agricultural implements.' And, so I believe that the question of transportation is the most vital question with the people of the west. The government should deal promptly and effectively with that question, and with the grievances which have arisen in the west in that connection, and they would find the people of the west disposed to treat the fiscal question in a broad-minded and generous spirit; after all, the day will come when the people of western Canada will see tall smoke stacks, and great and important manufacturing industries in all our western cities.