

West. As an offset against that, give the western farmer the advantage of an improvement in freight rate conditions. The minister has adopted this idea in controlling the freight rates even on these special articles. Carrying out this suggestion to a greater extent will be the solution of the conflict, and there is conflict. As one who believes somewhat in the national policy in regard to manufactures, I should say that the adjustment of that conflict will be reached by taking these two propositions together—the tariff and the relief that can be afforded to those who have to pay the freight rates. Let Parliament and the Government control these freight rates and especially the ocean freight rates.

Mr. BUREAU: Does my hon. friend lay it down as a proposition that Parliament should control and settle freight rates?

Mr. W. F. MACLEAN: Through its control of the railways—yes; first of all getting control of the railway system and then getting control of the ocean freight rates. We have had control of railway rates for a long time but the farmer has got very little benefit from any reduction because whenever a reduction was made in freight rates, the ocean shipping combines took it all away. That still prevails. We have to take these two questions of the tariff and freight rates together. If we take these two conflicting interests of West and East and harmonize them by considering these two matters at the same time we will have a solution of the matter.

Mr. J. H. SINCLAIR: I would like to get a clearer statement from the minister in regard to the difference between the position of the eastern and western farmer as to freight rates. The reason that the minister has given does not apply, when he says that the eastern farmer has already the advantage of cheaper freight rates from points in Canada than the western farmer has. The western farmer has the advantage of cheaper rates from Chicago to points in Western Canada, and consequently the minister gives a reduction to the western purchaser of implements for the purpose of equalizing the rates for the western farmer between Toronto and other points in Eastern Canada and the West. If it is true that the rates from Boston to Halifax are less than the rates from Toronto to Halifax, the same reason applies, and the minister should reduce the freight rates from Toronto to Halifax to make them equal to the low water rate that he speaks about. Perhaps the minister can give us the rates from points in the

[M. W. F. Maclean.]

United States such as Boston to Halifax, St. John and Sydney, and points in the vicinity of Toronto to Halifax, St. John and Sydney. The reason that has been given does not apply, I think, because the rates are not exactly on the same footing. At the same time, if this advantage is to be given to the western farmer, I claim that it should be given to the eastern farmer as well.

Sir THOMAS WHITE: In answer to my hon. friend (Mr. Sinclair), I would say there is no discrimination whatever against the eastern farmer. Let me explain what the situation is. Freight rates from points west of Montreal and the Canadian Northwest were higher than from Chicago to points in the Canadian Northwest. On the other hand, freight rates from points west of Montreal to the Maritime Provinces are not higher than freight rates from Chicago to the Maritime Provinces. A condition of inequality existed before in regard to the West and a condition of equality in regard to the East. We have rectified the inequality existing in respect to the West and left the condition of equality respecting the East as it was. So much for that aspect of the matter. In regard to the price of implements—to the extent that the reduction of the tariff affects any reduction, the farmers all over Canada will get the benefit of it. I think I have covered both points. There is no discrimination in so far as freight rates are concerned, but only an equalizing of conditions which formerly were unequal. In so far as any advantages are to accrue to farmers by reason of the reduction which has been made in the duty on agricultural implements, the farmers of all Canada will participate in its on an equal basis.

Mr. J. H. SINCLAIR: Do I understand the minister to say that freight rates from Chicago to Halifax and St. John are higher than the freight rates from west of Montreal to the Maritime Provinces?

Sir THOMAS WHITE: I said that they were no lower.

Mr. HAROLD: I think that the question of freight rates has been unduly magnified. I have figured it out on a number of implements on which a reduction has been granted and it averages only from three-quarters of one per cent to one per cent. I think the principle involved is perfectly right and that the Minister of Finance is to be congratulated upon having taken these steps. In relation to the water rates, as practically all the implements for the West are shipped in the winter season, be-