

should pay it. So that is not much of a gift to the ordinary people of this country.

I have listened with a great deal of interest and much pleasure to the members from the Maritime provinces who have spoken on behalf of that part of the country. I have heard them state their case. I can recall the confederation days and the difficult negotiations that were had before confederation was brought about. I remember reading the promise that was given to the eastern portions of this country when they joined confederation, and I believe it should be the aim of this House immediately to relieve the Maritime provinces and give them what they were promised at that time, and what they are justly entitled to under the bargain that was made when they entered confederation with us.

I would also be strongly in favour of backing up anything that would develop the coal fields of Alberta, thereby giving work to the men in Alberta and enabling the central provinces of Canada to get Alberta coal. We should be burning our own coal instead of having to go on our knees to our friends to the south and asking them to keep us warm throughout the winter. We have wonderful coal resources, and we should use them. We have also the necessary transportation facilities to bring the coal to central Canada, and it is only a question of getting the right kind of men together to settle these questions, when the people of this country will benefit by the development and use of our own coal.

As I promised at the beginning I am not going to occupy much time, because I have been told that I am a good deal like the minister who was accused of not preaching a long enough sermon. A delegation waited on him and told him that the congregation were not satisfied with his preaching, that they wanted him to preach longer. His reply was that he was born in Pennsylvania, that his father was an oil man, and that he had always heard his father say that any man who could not strike oil in half an hour was either boring in the wrong hole or else there was something wrong with his auger. So I am going to take the advice of the oil man of Pennsylvania. I have given what I think is a common sense view of the subject that is before us, and I am strongly in favour of the amendment of the hon. member for Fort William (Mr. Manion) to submit every question respecting the tariff to the tariff board before any changes whatever are made.

Mr. JOHN EVANS (Rosetown): Mr. Speaker, the budget is looked on every year as a barometer of the business of the country, but it is doubtful if in any country the business concerns watch for the budget with such feverish anxiety as it is awaited by the business concerns of Canada. This is due to the fact that in no country in the world does business rest on the politician so much as it does in this country. I think it may be said that the budget has this year been produced under the most favourable circumstances in the last ten years at least. There is less unemployment and hardship in the cities; there is less hardship on the back lots of our settlements throughout the northwest as well. There is one underlying cause for all this: Western Canada has had a good crop. A greater amount of new wealth has been produced this year from the land than in almost any other year since confederation. Consequently, there is increased railway earnings; the purchase of manufactures has increased, and also there is less unemployment. But agriculture is seen to have been the one thing capable of growth, and that without placing a burden on any other industry. Prices for agricultural products have kept up to a good level, and this has been mostly due to the fact that things are returning to normal in the populated centres of Europe to which we look, and shall look for many years to come, for our chief market for agricultural products.

Now the fact that a good crop is a factor in producing better times, and that the market for our crop is in other countries, compels consideration of at least two problems in our national life. The first of these which I shall mention is the permanence of agriculture since it has proved to be the basic industry, and secondly, transportation. The one is dependent on the other. Both are dependent on the removal of every handicap which prevents the functioning of both in a natural way. Both are dependent on the cost of production and the cost of living being set by natural means, and not, as now, by those classes and individuals whom we by laws of privilege have placed outside the pale of competition altogether. Agriculture under such a system becomes destitute and too weak to carry the burden placed upon it, being the basic industry, of competing in world markets and at the same time of carrying the burden of other industries. Our prices have always been set in an arbitrary, despotic way by those whom we have placed outside of competition. Such arbitrary, despotic prices have always been set, not on the value of the article at all—that is not taken into account—but simply