

part of the country, provided that we get a low tariff of freight rates.

There is another form of taxation besides customs taxation, which has to be borne in the west as well as the east, that is, local and municipal taxation for school and municipal purposes. I had the honour to place on the Order paper of this House last session certain notices regarding the taxation of lands in the Territories, and I am going to take this opportunity of pointing out to this House that owing to a certain condition of affairs in regard to the land of that country, the settlers have to pay a very much higher tax for their school purposes in the parts of the country affected than they should pay, if the understanding entered into by this Parliament with regard to the railroad companies of that country were carried out.

Certain railroad companies, which are entitled to the odd sections, or alternate sections in certain tracts of land, are relieved—I do not know by what arrangement or lack of arrangement—from their proper share of the burden of taxation in that country. They should not be so relieved, because a greater burden is thereby thrown on the settlers of that country. There is the unjust burden, in so far as it is unjust now, of the tariff, of railway rates and of local taxation. I again say to the House that the measure of relief given from the one injustice does not give relief from the other two, and the injustice we are relieved from is not as great as either of the other two. If it is desired to develop the North-west, while the intended lowering of the Customs tariff will, I believe, tend in that direction, it is necessary that this House should follow up its action with regard to the tariff by acting on the other lines and seeing that the settlers are not made to pay more than their fair share of local taxation and not more than is necessary for the transport of their produce. I am not speaking on behalf of the farmers in the eastern country because they have plenty of representatives to speak for them, but I have every assurance that the question of transportation is just as important here as it is in the west. I heard the ex-Finance Minister (Mr. Foster) say the other night that the farmers of Ontario were paying more to have their produce hauled 100 miles to Toronto than their competitors in the United States paid for haulage from Chicago to Toronto. If that be the case in Ontario, certainly the farmers here have a grievance similar to ours in the West, which calls for active intervention of the Government in this matter of railway rates.

Mr. CRAIG. I had not intended to speak to-night, but as I have only very few remarks to offer on this question, I might perhaps as well take this opportunity as any other. I am sure that we all must agree that no subject could occupy our

Mr. OLIVER.

attention which is more important than the one now before us. Not only is the attention of this House directed to the subject of the tariff but also the attention of the country, and I propose, in the few remarks I have to make, to consider this subject as free from party bias as possible. I find that in discussing a great many subjects in this House, it seems impossible that we should not look at them through party glasses. Now, I feel satisfied that almost every hon. gentleman opposite who speaks on this question will say that the tariff is what it ought to be. I was pleased to hear the hon. gentleman who has just taken his seat (Mr. Oliver) and who represents the Great North-west, express himself as seemingly perfectly satisfied with the tariff. Although he admits that one cent on coal oil makes no difference, still he is satisfied with it, taking it all round. I might be expected to say that I am dissatisfied with it all round, but I will not say that I am. In some respects, I am pleased with this tariff. I am very glad indeed that although the members of the Cabinet and their supporters are placed in a very strange position before the country,—in the position of breaking all the pledges they made—they have done good service to the country by retaining in a great measure the tariff of their predecessors. But as I look at this tariff, I am struck with one very peculiar feature of it, and that is that it faces both ways. It is intended to catch protectionists and free traders as well. I must confess that while I would not be prepared to say that the members of the present Government have more real ability than their predecessors, yet on a good many questions they show more dexterity and more agility. To use a word which is not quite parliamentary, but which aptly expresses the idea, they have the ability and capacity to humbug the people better than the members on this side. Barnum said that people liked to be humbugged, and it really looks like it.

As I look at this tariff I find it faces both ways. We have, first of all, the general tariff. I noticed that the hon. the Controller of Customs (Mr. Paterson) while reading over the items, said, in a great many cases, for the sake of uniformity we have taken this article which is at 20 per cent, and this other one which is at 30 per cent, and we call them both 30 per cent. Then when this was greeted with a laugh on this side, he would say: This is the general tariff, but wait until we come to the reciprocal tariff. He was evidently then talking to his own side and the Liberals all over the country. We are levelling up, he said, in a good many places, but that is the general and not the reciprocal tariff, but wait until you hear the reciprocal tariff. It is a very ingenious arrangement indeed. They go to the protectionists and manufacturers and they say to them: Here