

six hundred pounds, and after I had paid freight it would have brought me \$7. The local butcher processed the animal for me on a fifty-fifty basis, and we each had \$25 worth of lard and pork. It is quite evident that when a producer receives such a poor return from the packer something is wrong with the system. I am convinced that the Act will be of untold benefit to the Prairie Provinces, and this benefit, in the form of additional revenue, will be reflected throughout the whole country. Marketing is the important end of any industry. There can be no doubt that the remarkable success of Henry Ford may to a large extent be attributed to the efficiency of his sales service. I submit that through the operation of the Marketing Act our farmers will receive the quickest and surest notification when they are producing any line of produce in excess of market requirements.

We hear suggestions with respect to the control of wheat marketing. In my opinion the most satisfactory medium the farmers of Western Canada ever had for disposing of their wheat was known as the Meighen Wheat Board, which was established in 1919, and for which we have to thank the right honourable leader of this House. Should any similar measure come before this House, I would appeal to honourable members for fair criticism. In 1919 those in Western Canada who were opposed to our leader advised the farmers to throw away their certificates, for, they said, they were of no use. I advised to the contrary. The certificates were valuable, and those who held them received forty-eight cents a bushel for their holdings. Those who threw away their certificates lost thousands of dollars.

Another Act passed last session, the Farmers' Creditors Arrangement Act, will, I am convinced, prove of great benefit to our farmers. It has been stated that an arrangement under the Act will pay off more debt than a good crop. It is working out very satisfactorily. True, many of the land companies had been making adjustments right along with their debtors. For instance, the Canadian Pacific Railway Company in many cases cut the price of its land in two; the Hudson's Bay Company for a time adopted the policy of allowing a credit of \$2 for every dollar paid in cash; the Canadian National Railways followed a similar policy. On the other hand, many mortgage companies and farmers will be glad to take advantage of this legislation. I know of many instances where very satisfactory debt adjustments have been brought about between creditor and debtor by virtue of the Act.

Hon. Mr. HORNER.

Now I should like to refer for a few moments to the question of government interference in business. Had we had government interference in business in the years gone by, there might have been a different situation to-day. We need go back no further than the close of the Great War. At that time the railroads of Canada were allowed to go ahead without any restraint whatever in the building of new lines which paralleled each other; and we know how, even within more recent years, the Canadian Pacific Railway was given charters for the construction of lines in the north country which would compete with those of the Canadian National, and how the Canadian National built a \$4,000,000 hotel in Saskatoon and an \$11,000,000 hotel in Vancouver. The credit of the country was being swamped, but there was no governmental interference. The Government of Canada appeared to have moved to Montreal, and there it seemed to be established and maintained during the years preceding 1930.

I speak with some knowledge of conditions as they existed about that time, as I had some experience as a director of the Canadian National Railways. And right here may I make mention of the Press of this country? I have no quarrel with the newspapers; they have been very kind to me; but they have made very great mistakes. When the right honourable the leader of this Chamber suggested a slight modification of a certain proposal for expansion he was castigated by the newspapers of this country, regardless of their politics, for attempting to interfere with the public ownership of railways; and the honourable member from Manitou (Hon. Mr. Sharpe) was abused for daring to oppose a \$50,000,000 expenditure in the city of Montreal.

As I say, honourable gentlemen, this overdevelopment of the railroads should never have been allowed to take place in this new country. Canada is an immense country, it is true, and has tremendous resources, but at that time it had a population of only ten millions. And what was going on? It was pointed out that we were fast approaching the condition where half the population would be employed by the Government or by government-owned railroads, and it would be impossible for the rest of the people to support such a situation.

But the great tragedy was that young men were drawn away from the land. Many of those young men are now middle-aged, and have families to support. Had this unrestrained development in regard to our railroads not taken place, those men would be