

when the Australian farmer brings back the proceeds of his £100 he finds he can convert it practically into Australian money at par.

Mr. ARTHURS: Would my hon. friend follow that example in regard to Germany?

Mr. COOTE: No, Mr. Chairman, in this instance I am not going to Germany for an example. I am trying to put the problem before the members of the committee. It is a real problem, and is more responsible for the condition in western Canada, I think, than even the tariff, and cannot be lightly dismissed. The question of the position of the western farmer is a very burning one, because in the case of a large percentage at least of our farmers their total production over the actual existence line—that is their bread and butter, food and clothing—goes to pay interest. When the rate of exchange was depreciated about eighteen per cent two years ago, if one of our farmers shipped a car of cattle to Chicago and brought back a draft on Chicago for \$1,000, he was able to take that draft into the bank and secure \$1,180 for it, and the \$180 that he received as a premium would go a long way to offset the amount of tariff which he paid to get his cattle into the United States. The same principle holds true with the wheat and cattle that we are shipping to Great Britain.

Mr. McMASTER: But when the Canadian dollar was at a relatively lower figure than the American dollar and the Canadian farmer wanted to buy goods from the United States—and some goods had to be bought there—he would have to pay more.

Mr. COOTE: Yes, he would pay more; but the share of his production which was going to pay interest and to pay off his debt he was formerly able to bring back as premium, namely about one-sixth. This is a question that must be faced, because of the load of debt resting upon our farmers. We must act so as to bring prosperity to our farmers. And when the farmers prosper the result is prosperity to the manufacturers. The farm produces the largest share of the market for manufacturers, and I know that my hon. friends to my right will not despise the home market. The manufacturers must have a home market as well as the farmers, in fact I think they are more dependent upon it. I think in this country we all appreciate the value of a home market; at the same time we know we must import certain goods. We have an interest bill to pay on five billion dollars, and we must have exports to pay this interest. We are going to depend more largely

[Mr. Coote.]

upon the farmer than on any other one class to furnish the exports. Under present conditions I do not think the farmer can very well continue to carry on long. I wish that I could impress strongly upon the committee the necessity of dealing with this question.

Mr. ROBB: Before you leave the chair, Mr. Chairman, I desire to move that the figures "456" be inserted after 453b. This is in regard to the ingot moulds used in the production of steel. The present rates are 5 per cent, 7½ per cent and 10 per cent. We propose to make them free. I will explain the matter when the item is taken up.

Mr. MEIGHEN: I thought we were going to get through the first day without any changes. Would the minister give us the significance of this amendment?

Mr. ROBB: It has already been announced. The announcement has been on Hansard for some time.

Progress reported.

At six o'clock the House adjourned, without question being put, pursuant to rule.

**Thursday, May 22, 1924.**

The House met at three o'clock.

### QUESTIONS

(Questions answered orally are indicated by an asterisk)

#### CANADIAN NATIONAL TRANSCONTINENTAL TRAINS—MAIL

Mr. GARLAND (Bow River):

1. Do the Canadian National transcontinental trains numbers 1 and 2 carry mail in either direction from coast to coast?
2. If so, what are the revenues received therefrom?
3. Does mail from stations in the vicinity of Jasper Park go through to Vancouver when westbound?
4. If not, what is the routing practised, and what railway company carry the mail?

Hon. Mr. STEWART (for the Postmaster General):

1. Mails are carried on these trains between the following points: Halifax, N.S., and Montreal, P.Q.; Cochrane, Ont.; and Winnipeg, Man.; Winnipeg, Man.; and Melville, Sask.; Lucerne, B.C.; and Kamloops, B.C.
2. \$270,094.62 per annum.
3. Yes, but not direct.
4. By Canadian National Railway train 3 to Lucerne, B.C.; Canadian National Railway train 1 Lucerne to Kamloops, B.C.; Canadian Pacific Railway train Kamloops to Vancouver, B.C.