

compass, and provisions were necessary for a voyage of that kind. The provisions have been described as "the letter and the spirit." The provision of the letter was made in Ottawa in 1919 while the spirit had its source in another province. If there has been criticism of this phase of the voyage it is that while the ship was well furnished with the spirit there was not quite enough of the more material thing, the letter. A majority of the Canadian people put faith in that ship and in her ability to deliver the goods.

Many of our friends to the left, having a similar ship, were watching with interest the voyage of the one to which I have been referring and anxiously awaiting the delivery of the cargo. Let us try to imagine the feelings of these gentlemen who have been waiting for delivery of the goods. Well, when a wireless was sent asking for an explanation of the delay—the voyage having been continued for seventeen months but still with no port in sight—the hon. member for Brantford explained what tariff stability was. He told all the anxious ones to take comfort, that "we are still right side up,"—he might have added the two accompanying words, "with care." But in my judgment those who put faith in that ship, those who have been anxiously waiting, are entitled to more than that; they are entitled to know how long it will be before this cargo, including substantial reductions in the tariff, is to be delivered. There are some reports—I do not know how true—that some members of the crew became discouraged. We know that one at least has jumped overboard and is attempting to swim to port. It is not expected that he will be able to bring much of the cargo with him. It is also reported that others are about to follow. One of the officers is reported to be suffering from wounds and is now in the south recuperating. The Solicitor-General, so apt in quoting scripture, has gone to his reward. The Minister of Labour (Mr. Murdock) from whom much was expected in the way of providing solutions for all the difficulties of the labouring men and the common people, seems to be somewhat shackled. The Minister of Agriculture (Mr. Motherwell), the bold Lochinvar from out the West, is apparently otherwise employed. The cargo has proven of no value, and the ship is on the rocks. The captain is indisposed and the mate labors to "Budget." These, it seems to me, are some of the conclusions that must be entertained by those who put faith in that particular party.

In closing let me say that in times past there was another ship chartered by the Conservative party, known as the National

Policy. No doubt that party made some mistakes; no doubt they have not kept a perfectly accurate course throughout the whole voyage, but in the main they have tried to steer a safe course in the national interest, avoiding the rocks of high protection on the one hand, and the shoals of free trade on the other—because under present international conditions I believe that free trade can only be adopted as a theory; it cannot be put in practice—therefore, we must avoid the rocks of high protection on the one hand, and the shoals of free trade on the other. In an endeavour to do so we are not advertising stability in the sense that we believe we have reached the point where no further reductions can be made. We are still ready to subscribe to our platform—even though the measure of protection to-day may not be the same measure required five years hence, but we are ready to subscribe to the policy that we only want such a measure of protection as will keep our money and our men employed in Canada—no more and no less. We do not think that anyone should ask for less.

I realize some of the problems affecting our people in the East and some of the problems affecting also our friends in the West. I believe the majority of right-thinking people and especially, may I add, of the Conservative party, will be willing to meet in a compromise and try to do something towards providing a solution for the difficulties that present themselves to the Canadian people to-day in an effort to avoid the rocks and shoals and to carry the ship of state, though not as at present manned, but as we hope it soon will be, safely on to national progress and prosperity.

At six o'clock the House took recess.

After Recess

The House resumed at eight o'clock.

Mr. JOHN EVANS (Saskatoon): The discussion on the budget has turned mostly on the trade of the country, and I wish to discuss it to-night from that standpoint. Tidings are reaching us from different parts of the country of a movement unparalleled in our history, composed of men and women who have spent years of hard work founding a home and raising a family, and indeed from one end of the Dominion comes news of a section of people, although very small, talking of secession. We may well ask ourselves at this time what there is in the government of the country that is out of touch with the problems of humanity as represented by the