

clause in the tariff. If they are entitled to that preference, this Government should at once let it be known to the public what countries it is proposed to introduce under this arrangement, so that the mechanics and the capitalists may know the worst at the first possible moment. If the artisan of Canada is forced to be brought into competition with the artisan of the old world, in such an unequal contest, the Canadian interests must inevitably go to the wall. If that is the policy of hon. gentlemen opposite, and every one could see the other night that the Minister of Trade and Commerce showed almost pleasure at the prospect that the United States would be in a position to avail itself of that clause, the Government owes it as a duty to this House, if there is any arrangement with the Imperial Government, to let it at once be known, and further they should at the earliest possible opportunity place a construction on that clause, so that the people may know what countries come under it.

As to the other resolution in respect to combines, I can only say that no such measure should ever pass in this Parliament or in any other Parliament. The terrors of the Inquisition were nothing compared with this, from a trade standpoint, for when we consider the bitter political fights we have in this country, the Government would be in a position to apply the greatest possible influence to every manufacturer who placed himself in opposition to them.

I do not believe the Government expect the tariff to go into force, and I hope it will not, by reason of the disadvantages that will accrue to Canada, for they will be great indeed if all these countries referred to come under the operation of that clause. I believe there are to-day behind the Liberal ranks men like Senator Cox, who are able to control the free trade element of Canada, and to-day the eyes of the people of the Dominion, whether capitalist or mechanic, are on Senator Cox who is seeking to keep down those who have pronounced free trade tendencies in this country. When the Tariff Bill reaches committee, I trust the Government will, as they have stated they will, be prepared to do, listen to every proposition submitted as to changes in the tariff. It behooves us to act in the interests of the country which are far above the interests of party, and while, from a party standpoint it might be advantageous to allow hon. gentlemen opposite to stumble into the hole, still I believe hon. members on this side of the House, having regard not to party interests but to the higher interests of the country, will extend to the Government their most sincere and hearty support in perfecting a tariff which will be to the advantage and for the benefit of the country as a whole.

Mr. DAVIS (Saskatchewan). I do not intend to occupy much of the time of the House, because the tariff has been fully

Mr. BENNETT.

entered into by my colleagues from the west: still, as representing a western constituency I cannot allow a vote to be taken, if it is proposed to take a vote, without having expressed my views on the question now under discussion.

The people of the west, and I speak for my own constituents more particularly, do not expect that the Government would make the radical changes that many think should have been carried out. We are quite aware that when a country adopts a protective policy, it is not easy to revert to the free-trade system; but we find that the present Government are guiding the ship of state in the right direction, and we are quite content to leave it in their hands, expecting that at the proper time it will get into the proper port. It is not, however, the tariff question that affects the people of the North-west so much as the question of freight rates. We have to give about one-half our produce—I refer more particularly to stock, because I know something about that trade—to take the other half to market. If we stockraisers in the Saskatchewan district sell steers for \$30 per head, the jobbers are obliged to pay \$32 to get them in the English market, and it is quite obvious that this comes out of the pockets of our farmers. We have also to give 15 per cent of our produce to bring back goods which we must necessarily consume in the country; so there is very little profit to our people. On the branch line running from Regina to Prince Albert, the passenger rate is 5 cents per mile and \$1 per one hundred pounds for freight, the distance being 250 miles. It is thus apparent that the road should pay pretty well. I myself paid \$518 freight on a car-load of apples from Seaforth, Ont., to the town of Prince Albert. I do not consider that this is at all a reasonable amount to charge, and I believe that if the Canadian Pacific Railway were to adopt a wise policy in this respect, they would lower the rates, and enable the farmers of Ontario to find a market for their fruits and other products in the North-west, while they would also enable the settlers there to get some of these luxuries which are now prohibited them. Suppose, Sir, we compare the value of a Pullman car with the value of a box car, we find that while a box car would probably cost \$1,000, a Pullman car would cost \$12,000. I do believe it to be a fact that the Canadian Pacific Railway does not run a Pullman car between Toronto and the town in which I live, or we will say Regina, on which they make \$518 a trip. And yet they charge me \$518 for the use of a box car to carry apples. If the Canadian Pacific Railway adopted a wiser policy and cut their freight rates, they would not have to haul so many empty cars to the west, but these cars would go back laden with the products of the farmers of Ontario for consumption by our people. There has been a great deal said about the duty