

of deteriorating our export grain and taking the profit of the difference in price between that and the cream of the crop—our prices are always based on the export grain—are going to fight this bill to the last ditch. We are the only class in Canada to-day who are not privileged to market our own products in our own way. That is one of the tremendous class discriminations which must be removed.

The revaluation of soldier settlers' land is a measure long overdue.

Now, the government has seen fit to include in the speech from the throne a reference to the fuel problem. We are offered reciprocity with the United States in coal, in fact complete free trade in coal. That to my mind would be the best solution for the marketing of our own products and the securing of our own fuel. If the government intends to subsidize any private company to construct a coking plant in any city solely for the purpose of private gain and exploiting our citizens, it will find this group utterly opposed to the scheme. But if any municipality or any of the consumers of this country would like co-operatively to organize themselves for the production of their own fuel in as cheap a manner as possible and in adequate quantities, then I think we would be quite agreeable that the government should give some help. But we shall be utterly opposed to the government giving any private company the hard earned money of the taxpayers of this country.

Regarding the Hudson Bay railway, I might tell the government that a good deal of suspicion exists to-day in western Canada because of the action of the Minister of Railways (Mr. Dunning) in securing an engineer from abroad to pass on the merits of the two ports. Now, Port Nelson after two or more investigations was decided on as the terminus of the railway. Plans were made and a large part of the work has been done, costing I think some \$6,000,000. Only a fraction of that amount is needed to put the port into a condition whereby the whole scheme may be tried out. Time has shown that no great difficulty as to the elements has to be overcome to make Port Nelson a trade harbour. We are pleased, however, to know that the railway is to be completed with all possible despatch. Western Canada is confident that within a few short years it will be shown that the fears of many regarding the navigability of the waters of Hudson bay and strait are utterly unfounded. In the meantime I am sure the railway will be needed to develop industry in that part of the Dominion.

Another feature of the speech from the throne is the reference to our foreign trade. It is gratifying to know that a marked improvement has been shown. Let me say again that this has been due mostly to the two great crops in western Canada during 1925 and 1926. All industry in this country depends still upon agriculture, and agriculture is preyed upon by other industries to an extent which perhaps is not generally realized. Indeed, it is not too much to say that the class privileges which certain manufacturers and others enjoy are a direct charge upon agriculture; they charge the home consumer such a price as will ensure them a profit on all their export trade. If they can compete in foreign countries with the cheap labour which is to be had there, then why is a tariff needed in Canada? Some of the government statistics to-day will show that the tariff is being used to ensure the manufacturers a profit over the whole of their export trade. Let us take the finished article from the produce raised on the land by the farmer. We ourselves are consuming wheat and oats, the finished article being produced in western Canada, and we are paying just a little more to-day in Saskatchewan for the ninety-eight pound sack of flour than the people in Liverpool are obliged to pay, although wheat is anywhere from thirty-eight to fifty-four cents dearer in Liverpool than it is in Winnipeg. These are things that should not be, and it is for these reasons that I foresee in western Canada a condition similar to that which now prevails in the maritime provinces. I fear we are being reduced to the same state in which the people in that part of the country find themselves. We are moving at express speed in that direction and neither subsidies nor bonuses nor cuts in freight rates will do us any good while such a condition exists.

Let me ask hon. gentlemen this question: What will Ontario or Quebec care how much taxes they pay to effect a cut in railway rates so long as they can pass it on in the form of the price they charge for the goods which they compel us and the maritimes to purchase? It does not matter how large the cut may be, the fact is we are going round in the same old circle. We are merely making it wider, putting off the evil day a little longer. I repeat: What western Canada and the maritimes need is a chance to make their own living.

It should be particularly gratifying to members of the government to-day to find that those industries on which the tariff has been reduced are making the greatest improvements. There is only one thing in the whole