

patching the inner tube but neglected to remove from the tire the nail which was causing all the trouble.

Something should be suggested to help economic conditions in the Maritime provinces. Incentives should be provided to induce our people to remain where they are instead of encouraging them to move away. In the earlier days the Atlantic provinces were prosperous and booming with big business. Then two things happened: there was great industrial expansion in New England, and the easy immigration laws of the United States caused an exodus from the Maritimes to the industrial areas of New England. This Canadians blame, historically, for the most part, on the call of dollars and greater opportunity; but a further look at it, and an answer to the question, "Why was there greater opportunity in New England?" bring a very simple answer. Business and industry in the Maritimes were on the decline. The answer to a further question: "Why were they in decline when they had been by modern standards rather booming?" indicates that they could no longer compete in available markets.

Further tracing our question as to why they could not compete in available markets brings two answers: First, that the United States' policy of high tariffs to protect their own infant industries was continued until these industries were grown and expanded; and, secondly, high freight rates and high tariffs were foisted on the Maritimes by the more densely populated industrial centres of Upper and Lower Canada, as they were then called. The latter was the only factor that Canadians could control, but they did nothing about it, as far as protecting the economy of the Maritimes was concerned. The West at that time, of course, was not opened.

Without going into the finer details of freight rates, suffice it to say that an exporter in the Maritimes had not only to pay a higher ton-mile rate than comparable shippers in Ontario and Quebec, but he was also required to pay deadhead rates on empty freight cars from the centre of Canada to the Maritimes for lading. Notwithstanding that he had adequate raw materials on hand locally or by sea import and had a cheaper labour market and plant facilities, he could not sell at a profit in these Upper Canadian markets. I have in mind one instance, a boot and shoe factory in the Maritimes, which previously to the high freight rates and tariffs had a large market both in Canada and in the near areas of the United States, but on account of the increased cost of exporting the company was not able to compete with other manufacturers of those commodities

and had to close up. However, during the two World Wars this firm was reactivated and gave employment to many in the Maritime provinces, but it had to close again when those war-time markets ceased to exist. We still have a shoe manufacturing company in Fredericton, whose shoes are fairly expensive and for people in the upper income brackets. Its prices are not practical for the masses, but on account of the top quality and high price of their product the firm has been able to carry on. An adjustment of freight rates would help to a great extent in solving our industrial problems with regard to exports and imports in the Maritimes.

I would like to touch briefly on one matter mentioned in the Speech from the Throne and that is the proposal to recommend in the Senate the establishment of a committee to consider what should be done to make better use of land for agriculture and thus to contribute more effectively to the improvement of agricultural production and the incomes of those engaged in it.

Now, honourable senators, I wish to say a few words about the Island, and I love to talk about it.

**Hon. Senators:** Hear, hear.

**Hon. Mrs. Inman:** In our province of Prince Edward Island we have many, far too many, vacant farms. There are various reasons for this. In some cases young people do not like farming. In a family where there are no sons, there is no one to carry on once the elders are gone. Some of the land is run out and poor for lack of the proper method of crop rotation. Then the two World Wars contributed largely to farms being left to deteriorate.

Another big factor causing this condition in our province and, in fact, in other areas in the Maritimes, is the high cost involved today in the operation of a farm—labour costs, taxes, expensive modern machinery. This is a mechanized age and the farmer following behind an old horse and plow is a sight hardly ever seen anywhere at present. Nor could a farmer using such obsolete methods hope to compete with those farming in a modern way with modern machinery.

If Prince Edward Island is to continue as an agricultural province, some means must be found to bring these vacant and unproductive but fertile lands back into production again. In the small area near where I live in Prince Edward Island there is plenty of room for several hundred families on vacant farms, and I feel that some steps should be taken to induce people to go back to the farms. Incentives should be provided such as better