

Apparently there is a tendency on the part of some to feel that all the difficulties of the farmers to-day are due to the tariff. I am not going to say that the tariff does not play some part in these difficulties, but I do say that there are many other things that can be done to improve conditions—many that can be undertaken by the farming interests themselves. One of the outstanding needs of agriculture at the present time is for provision to be made—possibly by the provincial governments—for a system of long-term loans to enable men with small capital to purchase farms at a reasonable rate of interest and with repayment by annual instalments of principal and interest extended over a term of years, possibly twenty or more. I think that is something that every interest in this country should favour. Such a system would do a great deal to encourage immigration to take up farming and it would also tend to keep young men on the farms. The short loans required by farmers for the feeding of stock and similar operations could very well be handled by our present banking system with perhaps a little adjustment.

Another thing necessary in the interests of the farmers is better marketing facilities. In some respects provision may be made for these facilities through government assistance, but I believe that in the end a solution can only be found in the efforts of the farmers themselves. A great deal has been done by our colleges and our experimental farms to show us how to produce more, but very little has been contributed from those sources to show how to market profitably what we produce and how to conduct our farming operations at a profit to ourselves. Much of the money that is being expended along this line in these institutions might, in my judgment, be even better expended if some attention was devoted to methods of bringing about a better system of marketing and to demonstrating how the various operations of the farm can be conducted at a profit.

Some reference has been made to the Liberal party, now on the government benches. I do not propose to discuss at great length the Liberal platform of 1919; it does not seem to be an agreeable subject to some hon. members. However, the government has been two sessions in office and it is only fair to look over its record thus far and see how well it is living up to expectations. I will give them credit for some things at least. Last session, through a slight reduction in the tariff on farm implements, which was more than offset by an increase in the sales tax, they succeeded in putting an if in the tariff. But this session

they have more than counterbalanced that by putting a raise into raisins. There is one thing, however, that in the two sessions they have failed to do, and that is to put form in their platform. In direct opposition the Finance Minister now makes a stab at tariff stability concerning which the hon. member for Brantford (Mr. Raymond) made the most eloquent and probably the best explanation that has been given; he said that tariff stability did not mean that the government were not moving at all—I infer also it did not mean that they were making progress in the right direction—but it did mean that they were not easily upset. Well, it seems to me that the people have a right to demand a little bit more than what is involved in that explanation. It is not sufficient to say that they are making progress in a circle and that they are not easily upset; the people who put faith in the tariff platform of the party now in power have a right to ask when the ship is going to make port. I would like to follow this illustration a little further, because it seems to be very apt. When is the ship going to deliver the cargo entrusted to it? There was also chartered by another party in this country a ship to carry a cargo of political professions very similar to the former. Some of us did not have the faith that others did in the quality of those two ships, which were so nearly alike that it was difficult to distinguish between them. Through certain circumstances the one chartered by the Liberal party obtained the right to make the first voyage. Some of the things that were to form part of the cargo of that ship were the following: Tariff reductions, free foodstuffs, free agricultural implements and instruments of production, and so on; relief from taxation, reduction of debt, relief from government by orders in council, a producers' and consumers' tariff, and a number of other things, all of which were promised if the charterers of the ship were given control of the people's affairs. As to tariff reductions, some have been made, but they have been offset by increases and bounties on other articles. The free list has been entirely abandoned. Relief from taxation, especially the sales tax, has been given by an increase in taxation, and reduction of debt has been dealt with by an increase of debt. Freedom from orders in council has been provided to the extent of increasing the number of orders in council, and the producers' and consumers' tariff—none of us seemed to be quite clear what it meant—has been entirely abandoned. The whole thing was styled as responsible government. Now, this ship was equipped with a chart and