

New Brunswick into the state of Maine, because we certainly have as good a soil and the same climate.

We have individual potato growers in New Brunswick who produce enough potatoes to feed the largest city in New Brunswick along with their home market, and they export all their output except what the farmers eat themselves. We have few large towns in New Brunswick. I doubt if we ever will have very many because our geographical situation will never tend to develop large industries or large cities in the Maritime provinces.

Mr. TOLMIE: What protection does the American farmer get on his potatoes?

Mr. CALDWELL: Fifty cents per hundred pounds. Our farmer is also protected with a duty of 20 to 30 cents per hundred pounds.

Mr. HUGHES: Twenty-five.

Mr. CALDWELL: It would not make any difference if they were free, because potatoes will not go from a market that will pay a dollar a barrel more than the grower can get at home. Therefore we have no fear of competition because there are no potatoes coming our way.

Mr. BROWN: You would not like the protection raised to fifty cents?

Mr. CALDWELL: That would not matter because nobody in our country is importing potatoes. With the exception of the people in a few towns that are supplied by the farmers immediately surrounding those towns, we are all producers of potatoes. The price in the home market is fixed by the price for export.

Mr. BROWN: You do not suggest, as some of our friends do, that our duty should be the same as that in the United States?

Mr. CALDWELL: I should like to quote from a clipping to show that a high protective tariff has not made the farmers rich in the United States. This is from the Montreal Gazette of January 24, 1924, and is contained in Mr. Coolidge's address to Congress:

Mr. Coolidge told Congress that these were measures by which without undue alarm or agitation, but nevertheless promptly and effectively, we can bring to bear on a serious, though happily a localized emergency, every resource of the federal government, and all the assistance which the business and farming community can render.

The economic situation in certain wheat-growing sections of the northwest, the president said in his message, is reaching a stage that requires organized co-operation on the part of the federal government and the local institutions of that territory for its solution.

[Mr. Caldwell.]

Great numbers of individual farmers are so involved in debt, both on mortgages and to merchants and to banks, that they are unable to preserve the equity of their property.

If more evidence were needed than what I have given, this will show that high protection does not benefit the farmer, especially in a country that is growing vast quantities of farm produce, more than can be consumed in that country, because in that event, the natural law of supply and demand has this result, that the price in the home market is set by the price that can be obtained for your export, especially when your exports are much greater than what is used for home consumption. I could not let this opportunity pass without presenting the other side of the picture.

Sir HENRY DRAYTON: I do not know what other side of the picture my hon. friend is referring to. I was referring to the concession which was said to have been given to the manufacturer, and we shall try to get back to what we have been speaking about. I just want to point out to the minister that

this is something which cannot be  
5 p.m. got rid of just by a laugh or by  
saying that it has nothing to do

with the question. It has everything to do with the question. It may have a good deal to do with the question which the hon. gentleman thought was of such importance, namely, the announcement of the company as to reductions.

In connection with these very rates in 1922, I gave the House—and I am going to show the minister the size of this concession—information as to rates on agricultural implements. I showed how trifling was the question of duties in influencing costs as against railroad rates and that statement was never controverted. It cannot be controverted. I will take the same examples that were given at that time for the purpose of saving time. The first article that was given was a sixteen marker western drill with single disc attachment. This drill with its single disc attachment weighs complete 1,260 pounds. The freight as then paid was \$16.82 and the shipment was from Hamilton to a good characteristic point in western Canada, namely, Moose Jaw. No one ever complained that that did not represent the actual movement. It did. No one ever complained that the two points selected were not fair. They were.

Mr. ROBB: Is my hon. friend quoting carload rates?

Sir HENRY DRAYTON: Yes. The rate given is \$16.82, and that was under the reduced rate that was negotiated by Sir Thomas White in connection with his former budget.