understand however, that since an investigation was commenced by the government they have changed their rate and are now carrying flour from Montreal at the same price.

It is not a new question. The subject has been before every government for the last fifteen years but no administration had the courage to undertake to break this combine, until the present government took the matter in hand. Now that it has done so every assistance should be given it in the great work it has undertaken. There is no doubt it will be a great fight, and for that reason, I want to offer my undivided support to the government. The government has to choose between two alternatives. Either it must give the combine full control over Canada and thus ruin the farmers who represent 65 per cent of the population of Canada, or force the combine to carry freight at a reasonable price. When reciprocity was defeated, it proved disastrous to Canada and brought about the ruin of many farmers in the province of Quebec, because congress promptly enacted the Fordney tariff which prohibited the export of our cattle into the United States, our natural market. Previous to that all the cattle along the border could be driven across the line thus saving the payment of railway freight rates. Only a few of the farmers, however, were able to continue after the Fordney tariff came into effect. They were forced to abandon farming and take up lumbering, many having a little pulpwood on the rear of their farms which enabled them to live. But even the few who survived would be placed in peril if the recommendation to place an embargo on pulpwood were carried out. The effect would be to compel the farmer to sell his wood at a lower price thus repeating the situation created when the reciprocity arrangement was defeated. The farmers were then obliged to take a smaller price for their cattle, an amount hardly sufficient to pay for the shipment of the stock to Montreal, the only market they had. At the same time that market, which could not even consume the available eastern supply was flooded with cattle from the west.

10 p.m.

The hon. member for Portage la Prairie (Mr. Leader) in his speech on the Petersen contract gave a comparative statement of the price paid for cattle in the United States markets and that paid in Canada, and revealing the exorbitant amount asked by the combine for overseas shipment. This statement has already been placed on Hansard, but feeling that those prices are of vital importance

in connection with this controversy and that they cannot be quoted too often I will quote the hon. member's remarks on that particular point. He said:

I have secured some figures from the Bureau of Statistics relating to the cost of shipment of our cattle to the United States markets. The cost of transporting a one-thousand pound steer from Calgary to St. Paul is $7.05, and to Chicago $9.20, as against a cost of $45 per head to Liverpool; from Winnipeg to St. Paul the cost of transporting a thousand pound steer is $4.20, and to Chicago $5.85, as against $42 per head to Liverpool; or a saving in favour of the American markets of approximately $36 per steer. The following quotations from the Chicago and the Winnipeg markets, taken from the agricultural papers of February 5 will no doubt be interesting to the committee:

Comparative prices on Feb. 5, 1924, also of the different markets:

	Winnipeg	Chicago	Difference
Choice steers	$ 6 75	$12 50	$ 5 75
Prime butcher's steer	6 00	10 50	4 50
Common butcher's steers ..	4 00	9 00	5 00

	Winnipeg	Chicago	Difference
Choice feeder steers.. .. .	$ 4 75	$ 8 00	$ 3 25
Choice stockers	3 75	7 25	3 50
Butcher cows	4 00	7 50	3 50
Butcher heifers	5 00	10 50	5 50
Choice calves	8 00	14 75	6 75

The Montreal market would be about the same as Winnipeg, but it would cost about $5 extra for transportation to the above market and from Montreal to Liverpool about $20 to $25. If the combine is broken, they are bound to carry them for $10 to $15 each.

I also quote this from the statements of the hon. member for Springfield (Mr. Hoey):

About three weeks ago I was present at the annual convention of the Illinois Agricultural Association held at Champaign-Urbans where there were present about 800 delegates and 400 visitors. I was there for two days and I embraced the opportunity extended to me to interview as many of the delegates as possible, all of whom are representative farmers from that state, in an attempt to find out from them their attitude as regards the entry of Canadian cattle, that is feeder cattle to the middle west. I did not meet a single delegate who was not in favour of reducing or abolishing the duty. You may say that these men were not frank with me in view of the fact that I had gone down there on their invitation as a Canadian visitor. But in my judgment they were frank with me, because the same delegates who told me that they were in favour of the abolition of the duty on cattle also informed me that they were in favour of an immediate increase in the duty on Canadian butter. If I mistake not, that convention appointed a delegation to go from there to Washington with a demand that the duty on Canadian butter entering the United States be immediately increased. I make this statement in the hope that the minister and officials of his department are fully aware of the sentiment existing in the middle west at present with regard to the entry of our cattle into the United States. There is nothing at all selfish in the attitude of those people towards us; they are demanding our cattle to-day because