

Mr. STEWART (Edmonton): May I tell the hon. gentleman it has been all done since the famous announcement by the minister that is quoted so often?

Mr. MEIGHEN: They did not believe him.

Mr. STEWART (Edmonton): They are like my hon. friends.

Mr. ARMSTRONG (Lambton): Evidently they did not believe what the minister said.

Mr. STEWART (Edmonton): That is as good an excuse as any.

Mr. ARMSTRONG (Lambton): I should like to tell the Minister of the Interior about several other factories in my riding that have been undermined and have had to close their doors since this government came into office. The men interested in those factories are looking forward to the day when a Conservative government will take office and give reasonable protection to those industries. We had a wagon factory established in our town over twenty years ago. It employed two hundred hands, supporting two hundred homes in Petrolia, and they and their dependents helped to consume the products that make a home market for the farmer. What happened? In July 1920, the Petrolia Wagon Works was taken over by the Adams Wagon Works of Brantford, owned and controlled by the Cockshutt Plow Company. At that time Mr. Cockshutt—now Lieutenant Governor of Ontario—stated:

I want to see men working in every corner of your factory. You cannot produce too much. We can sell more than you can make for the next five years.

What happened? Premier King promised the Progressives that if elected to office he would take the duty off all instruments of production used by the farmers. This immediately created a want of confidence not only among manufacturers but also among the farmers, or the buying public of these products, and business slumped until it was known what King would do. The budget was brought down, and the protection on farm wagons and sleighs was reduced from 17½ per cent to 10 per cent. Immediately wagons and sleighs from the south began to come into the west largely through catalogue or mail order houses, at prices about on a par with our costs. Those catalogue houses have no warehouses, carry no repair parts, have no selling organization—nothing but cut rate prices, here today, gone tomorrow.

Unable to get sufficient volume of business to operate the two factories the Adams Wagon Company has been forced to close down the factory at Petrolia entirely, and to run the

[Mr. J. E. Armstrong.]

factory at Brantford on short time and with a greatly reduced force. Where have the men gone who formerly worked in that factory? Go to our town and you will see the homes of dozens of them that have crossed the line. How much cheaper are our farmers getting their wagons to-day than they did when this wagon factory was running? They are paying over double to-day what they did previous to the war when this factory was running full speed ahead. That may not be of very great interest to some of our friends from the west, but they should remember that our home market is worth a great deal to the farmers who live in old Ontario and Quebec. I wish to remind my good western friends of something else, and I shall do so in the kindest possible spirit. According to statistics the people of old Ontario are paying 43 per cent and the people of Quebec 35 per cent of the cost of running the Dominion to-day. I do not want to go into details as to what the other provinces are paying, but surely these older provinces have a right to demand that their home market should be cared for to a reasonable extent—that their industries should be protected.

Mr. EVANS: Am I to understand the hon. gentleman to say that the price of farm wagons has doubled since 1920?

Mr. ARMSTRONG (Lambton): Since 1912; I said previous to the war.

Mr. KING (Kootenay): Most things have.

Mr. EVANS: Not doubled, though.

Mr. ARMSTRONG (Lambton): That is all right. But let me get back to what I was discussing with regard to the older provinces. I had the honour of sitting in this House for a number of years previous to 1921, and I know that hundreds of millions of dollars have been spent in building railways to help the development of the western country. I know the hundreds of millions of dollars that have been spent on our canals. What for? To help old Ontario and Quebec? Not very much. This huge expenditure was made to help the west get its products to the markets of the world at the cheapest possible rates.

Mr. EVANS: Which canals?

Mr. ARMSTRONG (Lambton): All of them practically. Take the Soo canal, for instance—how much of Ontario's products go through it? Take the Welland ship canal—how much of Ontario's products go through it? Right now we are spending \$72,000,000 in deepening and widening that canal. Old