

plan, the same absence of continuity and system. Consequently, what is done in reference to our transport to-day is not necessarily a step onward in what is to be done the next day; we are not working out a perfect system of transport. On this question of transport you have the Minister of Public Works working, building harbours and dredging. You have the Minister of Railways and the Minister of Marine doing other portions of the work. And you will find the officers of these ministers working upon the same area and with regard to the same object but in entirely different ways. And so you have confusion, lack of system, lack of continuity. We have had commissions on transport and splendid reports from them, but we have not carried out the recommendations of the reports. Why? Because of this lack of co-ordination of which I have spoken. And I am sure the broad statement will be accepted in this House, and I think it will be accepted in the country, that a large portion of the money which is expended nominally for improving trade and transportation routes is actually a matter of patronage and is given to the member, or the county, or the district because it is thought that it will help the party. Now, what I would like to see is one of the best boards that ever was established in Canada, far higher in ability even than your Board of Railway Commissioners, where finance, trade, transport and the best scientific engineering skill shall all be represented. And before that high board all plans and propositions to aid in the development of transport and trade facilities should be brought for investigation and fair report, so that the ministry themselves and this parliament might have the information which otherwise they cannot get, and then make the final decision as to what should be done.

Besides that, I should like to have another board. I should like to have a tariff commission for this country. I think we need it: I think the events of the last six months or a year have shown that we need it. By a tariff commission I mean, not a commission that shall fix tariffs and make schedules of rates, not at all, but a tariff commission of undoubted ability which shall get at the foundation information with reference to prices and processes in this country, and in the other countries with which we compete. This board should find out the cost of raw material, the cost of working up the raw material, taking labour and everything else into account. It should take into account both the cost of production and the cost of distribution. It should learn the aids, the abnormal aids, which certain governments give to their manufacturing industries to enable them to compete unfairly with other

countries. Appoint a commission of that kind and you would get a body of information upon which the government can form sound opinion, and by which they can be guided in bringing down proper tariffs, and you have also a basis of information which would enable this parliament to judge the same. You would have information which we sadly lack to-day. A man gets on a platform in the northwest and says: We are being bled to death by the makers of agricultural implements; it only costs so much to build them and we have to pay so much more; away with the manufacturer! We have another man who says: Hold on, my friend, there are differing conditions in this matter. Do you know the facts sufficiently well, do you differentiate between the different elements in the problem? The cost to the manufacturer may include more than you allow for and the cost to you covers more than the manufacturer's price. And so one man says that the cost is so much less and the other insists that it is so much more. The only way is to have an authoritative examination which shall be an answer to both. This examination must distinguish between the cost of manufacture, the cost of transport at different distances, the cost of distribution, and other expenses. Suppose I am a farmer in the Northwest, and I buy a reaper. I say: This reaper costs me too much; the manufacturer is bleeding me white, he has no right to exist. But do I know that it is the fault of the manufacturer entirely? What does the transport company charge for carrying from the place of manufacture to the place of distribution? And what does the distribution machinery cost to get the article comfortably into the hands of the consumer? Here are three things which should be differentiated, and each should be held responsible for its own share of the total cost. And without the information we are only combating one another with assertions and windy arguments, threats against the manufacturer that the duties shall be lowered because his charge is too high, and general assertions that the state of things is not as represented, but that the charge is fair and just, and cannot reasonably be lowered.

No farmer that is sane and sensible wants the industrial man to work for him for nothing; he is willing to give the industrial man a fair profit upon his capital and his work. What he quarrels with is the impression that he is giving him more than a fair profit. How it would settle things between us all if we had some authority of standing and repute and undoubted attainments who could tell us where we stand with regard to these matters. In order to get that we must have more than ministers. I know