TUESDAY MORNING

## W. F. Maclean's Speech on Free Wheat, Banking, Railway Rates and Naval Defence

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<section-header><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> I hope the minister of railways will also put on the statute book a princi-ple of equality of freight rates in this country. It is a principle that par-hament must settle. It is absurd to say that such a principle must be left to the railway commission. If the as-sertion of the principle means that the United States. The railways have sertion of the principle means that of the principle means that an extent that they are almost rates may have to go up a little, stranded, and if they are not alfreight rates may have to go up a little, if we put the principle on the statute books, it will be the duty of the rail-to the request they are now making, they will say to the government: Well, way commission to adjust the rates all were the comment: Well, backs, it will be the duty of the rates all way commission to adjust the rates all over the country so that there may be then, you take over the railways and in the west; is per cent. is the rate of pertons of this continen-but there because we have permitted higher freight rates to be charged the ers are trying to get thru by raising out the west; is per cent. Is the rate of pertons of this continen-and especially so in Canada, that farm-ers are trying to get thru by raising over the country so that there may be equality. I want to see the man rise in this house who will say that, not-withstanding that railways cost no more to build and to run in the west than in the east there should be higher prices in the west than in the east. If the feeling in this house is as I be-lieve it to be, in favor of equality of freight rates, then that should be put on the statute book and not left to the orts, that we should own and com rol the terminals in all the great cit-es. This will be a step nearer to public ownership of our railways. The Currency Question. I wish to make one or two remarks with regard to the banking bill that with regard to the bank with the regard to the bank with regard to the banking bill that with regard to the bank with regard to the bank with the regard to the bank with they not all time, are to pay fails must be action of a fallway commission. I contend that the Canadian a conditioner strategory is to have to get the said that it was over-capital tation. The fail of the control of the said that it was over-capital tation. The fail of the control of the said that it was over-capital tation. The fail of the control er of the west is entitled to the best market for his wheat and to the lowest possible freight rate. I know just what the people of the west want. I have no doubt about it; and I am here tonight to urge the gov-ernment when considering their tariff, and in any changes they may have to announce in connec-tion with the budget speech—especial-ly in view of their statement in this have a lot to say in regard to banking and must make provision for redis-count, for a plentiful supply of na-tional notes properly secured by gold reserves. If we do that we will do something to help and benefit this country. The banks today, under the present system, cannot find the cur-t rency necessary for this country and an open fall as there was last year in that was the reason for the subterfuge rency necessary for this country and the that was the reason for the subterfuge that was adopted last year of creating ited a gold reserve in Montreal. Any one subterfuge and has not increased the currency should read an editorial in they The Montreal Telegraph of a few months ago, written, I imagine, by the money, but they wanted to do some melon cutting for the benefit of their shareholders. I do not think it has been a very successful issue; Now. I wish to deal briefly with an-other question that I have raised pretty often in this house, and that is the diffe Bailway Company and it is this. multicher al policy for the farmers of the Canadian and investigation at many seasures of the Canadian reaction at multis caus stand the Canadian bertefly with a base and the issues the for the reasons: first, because they contend they they can get better price for their merses of the first the canadian reaction was stand the competition of the matter and the canadian beaction in the first states and the Canadian beaction of a state state of the states and the Canadian beaction of a state state of the states and the Canadian beaction of a state state state of the states and the Canadian beaction of a state state state of the states and the Canadian beaction of a state state state of the states and the Canadian beaction of a state stat

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I will the naw sorry t tion sh It has people. Ought t because question reflectile back to read w few day tions: "Legi overyth Df acce

political independence and to uphold asking for relief in regard to railway self-government as against the mother freight rates and the price of but determined to uphold the wheat. principles of being absolutely indepen-I come now to the question as to nt of the United States in the mat- whether the railways will be injured ter of their fiscal tariff. I do not cast any reflection on the right hon. whether wheat will be injured or

gentleman for maintaining that posi-tion because we know that Ephraim they will be. It is also put forward came down to history because he was that the eastern wheat grower will be wedded to his idols, and the right hon. gentleman may go down to history for his fidelity to his views. The prime of less injured if we have free wheat. After analyzing most of these statements, and I have got some

capacity for getting at the truth of a statement, I find that this cry of Two Great Principles. conception of Canadian history it teaches the two great princi- free wheat is almost altogether from is the the right of self-government the railways of this country and partand the right to form our commercial ly from the milling interests of this and fiscal policy independent of the country. Canadian railways can United States, and that Canadians are carry that wheat for less, and the moment they have the competition of the going to assert these principles under every circumstance. In connection with the debate on the Naval Aid Bill, connection American railways they will come down to American rates, and they can it was a matter of regret to me that keep their freight if they wish to. suggestions were made in this house Case of the Millers. suggestions were made in this house

The same is the case with the mill-rs. Do you mean to tell me that looked to the abandonment of the idea of absolute self-government of Canada being mistress of her Canadian millers, with their mills al-most at the seat of production of the own destinies

National Policy For Farmers, wheat, cannot compete with the Am-erican millers? I say that they can. I come now to matters of direct and present concern. We have had a say that they are ready for the busigreat deal of what we call national Of course, they would like policy in this country; we have had teep the monopoly they have today i egard to wheat milling in this counnational policy in the interest of the manufacturers and for the encourage try, and they have got a great mon-opoly. They are well linked up toment of home industries of all kinds: on of their monopoly and the asso-lation of the railways, to keep down we have had national policy in the matter of railroad building and we have spent immense sums of money e price of wheat. Thus in two ways incurred enormous liabilities it Canadian farmers will benefit. that respect; and last session we ha They will benefit by the competition what perhaps might be called national American railways and they will policy with regard to banking, because benefit by the fact that the millers wo passed a law which was thought to in the interests of the banking inhave to come up to the mark stitutions of the country, and with and give them more for their Canadian wheat if they want to grind it in their mills. If I thought for one which they are satisfied. But, sir, the day has come when we must have a national policy for the farmers of that the Canadian mills would be in danger, I, as a lifelong protectionist, might be inclined to

way rates that discriminate against them. I contend that the Canadian

practical service to the country by bringing the subject forward and giv-

to pass legislation, the result of which will be fair treatment thruout Can-ada. And, tho we have been passing legislation dealing with railways for 22 years since I first came here, and long before that I have never yet heard the voice of the man I would freight rates may have to go up a little. unsafe action of a railway commission.

tion with the budget speech—cspecial-ly in view of their statement in this debate that the interests of the farm-ers of this country are to be their first concern—to give consideration to the prayer of the farmers of the west that they may be given free wheat in order that they may get better prices, and also given equal freight rates with the east I may have to discuss this ques-tion at a greater length on a subse-quent occasion during the present sesquent occasion during the present ses-sion. But I think I am doing a very round the corner and put out this note States. The question there was ab round the corner and put out this note States. The question there was abso issue. I do not believe they wanted lutely, one of currency and the money the money, but they wanted to do available for the credit of the business

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