

opportunities of improving their lot. But I would be in favour of spending all we can to promote and foster colonization. I would be in favour of a bold, imaginative and vast plan of land settlement wherein the preference would be given to Canadian settlers. I would be in favour of assistance to young Canadian farmers trained in agriculture, in order to set them up in strategical locations where they could be models and examples to others. This plan was advocated by Dr. F. H. Barton, Dean of the Faculty of Agriculture of McGill university who, at my request, was called last year as a witness before the committee on agriculture and colonization. A recommendation in that sense was made by the committee, but in this case, as in the case of the recommendation for lower rates in favour of settlers, the Department of Immigration and Colonization merely put it up to the provinces and we have not heard of it since. I believe that if we make colonization easy, attractive and promising we shall have no difficulty in finding settlers who will remain on the land, we shall keep our own farmers in Canada and we shall attract so many settlers from the United States and Europe that not only will we have to stop paying people to come to Canada but we will have to pay them to keep out, or at least to impose some sort of quota restriction. Such a plan of colonization was outlined before the committee by Mr. C. A. Magrath, and in my humble opinion Canada would do well to study it and put it into operation.

Reduced transportation rates and establishment assistance in favour of bona fide settlers, beginning with our own people, are what will realize Mr. Beatty's dream of settling those 35,000,000 acres of good vacant land within fifteen miles of the railways. That is where we should spend our money. There is no sense, in my humble opinion, in spending millions every year to bring to Canada, in indiscriminate numbers immigrants whom we leave to shift for themselves after they are in the country. And this is the suggestion which, as a modest back bencher, I make bold to offer.

It is all very well to say that easterners should remain east; that farmers should stay in the province where they happen to have been born and that we should settle the cold regions of northern Quebec or Ontario and the rocky slopes of the Matapedia valley or of the Gaspé hinterland. That was said fifty or sixty years ago and the result has been the settlement on the south shore of the St. Lawrence of land which it would have been much better to leave as forest reserve. People

[Mr. Boulanger.]

were planted on poor, light, rocky soil the fertility of which soon passed; they struggled and worked in a most admirable way; but in spite of their exertion, thrift and ingenuity, many of them had to leave in debt and seek a livelihood in the factories. I submit that Canadian citizens are more useful to the nation in Canada than in the United States. Therefore, I believe that if by reduced rates and assistance a better distribution of population is obtained even at the expense of congested older sections, and our young farmers are prevented from deserting the land, the whole country will stand to gain.

There are two other matters which I would like to mention before I sit down. In the first place I rejoice at the success achieved by the Canadian National Railways, which have shown a surplus of \$58,000,000 for the last year and promise even more favourable returns for the years to come. Lest we forget, let me say that this wonderful performance is due just as much to the untiring work, loyalty and devotion to duty of the personnel of the railways from the most humble call boy to the president, as to the general prosperous conditions of our national trade. Our railwaymen deserve the most sincere congratulations and praises of parliament and of the nation.

Might I say in passing that in my humble opinion we, the people of Canada, owe to the Canadian National Railways a duty which perhaps we are sometimes apt to forget. We owe them the duty of supporting and encouraging them. Let us remember that they are our railways; that their success is our success and that their gains are to the advantage of the country. Therefore, why not try to use them more to travel and to ship our goods? Why not make propaganda in their favour? Our railways can give in everything just as good a service as any other system. Let us be proud of them and let us work in their interest. Let us get the "C.N.R." habit. That is the practical way of showing to our railwaymen our appreciation of their wonderful achievement.

Since this debate has started we have heard a lot about trade, trade balance and returns, exchanges, importations and exportations, tariff and financial matters. One would think that Canada is a nation of shopkeepers only. Few members have discussed the situation of agriculture, which is the profession of the majority of Canadians and which is the profession of the people I have the honour to represent in this house. It has been suggested that agriculture has not shared as it should have in our vaunted prosperity,