

*The Address*

by the joint vote of Parliament, and give him a free hand to see if he can possibly make it pay. I shall be only too pleased if the Government can make this thing pay. Miracles happened eighteen hundred years ago and there is nothing in theological dogmas to forbid them happening again, but I rather fear it will be like the answer given by the Scotchman who, when asked if prohibition was likely to carry in Scotland, said, "Well it might, but it's no likely."

One hon. gentleman drew a comparison between the profits to be derived from the railways and the profits made by selling liquor. I am afraid the two do not co-ordinate very well together. It is true that if you take enough of the one you will feel competent to run the other, but I do not think the comparison is otherwise a good one. As you know, the railway is a necessity, and the other thing is more or less of a luxury to most people, and a very expensive one. We all know that it is a peculiar trait of human nature that we kick to the last cent about the cost of our necessities, but never kick about the cost of our luxuries. It is for that reason we make a fuss about the price of coal and the amount our wives burn, but very little about the consumption or the cost of the cigars we burn. It is a peculiar psychological fact in human nature that we do not mind any price for our luxuries, but are very stringent in the matter of necessities. Now the railway is a necessity, and the other thing is a luxury.

My hon. friend from South York (Mr. Maclean), speaking the other day, said—and this fact comes home to some of us in the West—that they had had trouble in Ontario where boat and rail service met. He said that as the Railway Commission reduced the rates on the railway, the boat service put up its rates. We have somewhat similar conditions in the West. Not long ago when the people of Alberni kicked about their railway and boat service to Vancouver—it is partly by boat and partly by rail, both services being under the one company—they were told unblushingly, first of all by the railway, that they could not control the boat rates, and then they were told by the Railway Commissioners that the Commission had no control over the boat service. The way to remedy that is that advocated by the hon. member for South York—bring our coastal boat service under the control of the Railway Commission, and it would then be able to handle a situa-

[Mr. Neill.]

tion of that kind where a joint service is being run in an inadequate way. In order that I may be able to obtain some support from the British Columbia members in advocating such a step, I might say that if this step were taken the railway pass given us by the Government would be good on the Canadian Pacific boats, which they are not at present—but that, of course, is only incidental.

Mr. MACLEAN (York): Is it not a fact now that the traffic charges of all these boat services run in connection with railways are subject to revision and control by the Railway Board?

Mr. NEILL: I think they are so subject on the Great Lakes, but not in British Columbia, where they run a coastal service; I am sure as to British Columbia, where we have this coastal service.

I now come to the question of immigration. I must confess at once I am not much in favor of increased immigration at this time. It seems to me it is a good deal

like the man who thought he

4 p.m. would benefit by following the advice that is given by some

newspapers as to what shares to buy—there are people like that. He was advised to buy a thousand shares of a certain oil company at one dollar per share. He bought in the expectation of a rise, but in a few weeks he wrote to the editor that the shares had gone down until they were worth only a cent apiece and he wanted advice. The editor wrote back and said, "Buy one hundred thousand shares at a cent, and then the average price of your shares will be reduced accordingly." The case is somewhat the same with immigration. We have two hundred thousand men idle in Canada now, and are seeking to relieve the situation by bringing in a whole lot more. There is one thing I would ask the Government to do, and that is to keep away from the idea of having settlers from different countries establish a colony by themselves in Canada. That has always proved a mistake in the past. If you bring in a body of men from England or Scotland or elsewhere in Europe, and dump them on the prairies by themselves, they will become not a piece of Canada, but a piece of England or Bohemia or Austria. That is not a desirable way to build up Canada. Mix them up amongst our own people, and then they will become assimilated. I take this position: that the Government will spend a lot of money in bring-