

other side who desires to say something on the Address, and that to-day is the only opportunity he will have of doing so. Therefore it is with pleasure that I extend to him the opportunity of speaking at this time if he so desires, and I will postpone what I have to say until to-morrow. If there is no objection, I have great pleasure in giving way to the honourable member for Wellington (Hon. Mr. McDougald).

Hon. W. L. McDUGALD: Honourable gentlemen, before proceeding with the debate on the Address in Reply to the Speech from the Throne, may I thank my honourable friend opposite (Hon. Mr. Robertson) for the courtesy which he has extended to me in waiving his right to speak at this time?

In rising for the first time to address honourable gentlemen of this Chamber, may I at once say how honoured and pleased I feel at finding myself a member of this time-honoured body. May I also be permitted, to associate myself with other honourable gentlemen who have spoken in congratulating the honourable gentlemen from London (Hon. Mr. Little) and Essex (Hon. Mr. Lacasse) on their brilliant efforts in moving and seconding the adoption of the Speech from the Throne, and to say that I am indeed jealous to find that I am no longer the youngest member in this Chamber.

It is not my intention to refer to more than one or two subjects dealt with in the Speech from the Throne. I should like, however, to touch briefly upon the subject of immigration and its relation to some phases of the development of those vast natural resources with which our Dominion has been so highly favoured. I should like, also, to say a few words upon a subject with which I have had rather an intimate association, namely, the question of the deepening of the St. Lawrence Waterways.

I take it that we are now practically all agreed on the extreme desirability of promoting immigration of the right type in order to fill up our vacant spaces, increase production, stimulate business and generally strengthen the body politic by a rapid accretion of the right kind of citizens. I think I may congratulate the Government upon its efforts—and upon the success of its efforts—in this direction. It must be remembered that results are not immediate in the matter of immigration. Measures taken one year bring their results only after the passage of one or two or three years.

Fundamentally, a successful immigration policy under present day conditions depends upon two necessary underlying factors. First

and foremost, in order to induce immigration, the Government must take steps to improve the general economic conditions of the country. Under modern conditions of cable and telegraphic news service, national and international, with the concurrent and almost universal distribution of newspapers at such a low price that no one need be without them, economic conditions in foreign countries are, in general terms, well known to all. Prospective immigrants to Canada know of economic conditions in Canada, and if those conditions are bad the prospective immigrants will not come to our country. So that, as I have said, the first prerequisite of inducing a larger and more satisfactory immigration is the improvement of the economic conditions of and in Canada. In passing, I might remark that the claims of critics of the Government, to the effect that Canada is not really prosperous or economically sound, tend to defeat the very object which they profess to desire, namely, increased immigration. The second fundamental prerequisite is the provision of employment for the immigrants after they arrive in this country. As to the first factor, the improvement of economic conditions, it is perfectly clear that this Government has done yeoman service. The right honourable the Prime Minister produced the other day in another place evidence to this effect, evidence ample and to spare.

As to the second prerequisite, namely, the provision of employment for the immigrants after they arrive in the country, the Government has also good reason to be proud of its record. The Government is applying its policy, which consists, broadly, of careful economic administration, the steady reduction of the public debt, and the progressive lightening of the load of taxation. It is curious to note in this connection, that although the problem of providing employment for immigrants is so very fundamental, very little has been said of the possible effect of the construction of the St. Lawrence Waterway upon it. I am sure I am not mentioning anything which could possibly be construed as indiscreet if I invite honourable gentlemen to consider for a moment the best available estimates showing the relation of new employment, new jobs for Canadians and additional annual total wage payments, to new horsepower developed.

In the first place the horsepower data is outside the realm of controversy. On the whole St. Lawrence River, between Prescott and Montreal, there is approximately 5,000,000 horsepower. I speak in round figures only. It is also beyond controversy that of this 5,000,000 potential horsepower, approx-