

the present serious situation there are not enough competent patriotic citizens who are willing to devote their services to their country, in order to form such a board, and that it is impractical to expect their recommendations to be ever adopted by the Government of the day, then again I say, look out for the dictator!

Our railways would certainly form a part of national planning. In this connection I can visualize, eventually, one modernly equipped transcontinental line from sea to sea, with our other existing railways re-arranged, so far as practicable, as feeders to this main artery. These branches, too, would be gradually altered to conform with modern railway developments. It will readily be seen that in such a plan unification or private ownership can find no place. The present competitive transportation services could be co-ordinated with our National Railways, or be largely taken over by them. New roads also could be constructed with a view of serving our railways. In short, all our methods of transportation should be co-ordinated in the best interest of the Dominion.

This program, coupled with a national plan of road-building, would not only retain the tourist business we now enjoy, estimated at \$300,000,000 a year, but would, I believe, easily double it, perhaps treble it. The 130,000,000 too much sun-kissed Americans located south of our 3,500-mile boundary line promise a certain annual crop in the form of tourists, which will not be affected by the usual disappointments attributed to Providence. If we will but capitalize our opportunities this American tourist business can be built up to be one of our greatest sources of national income.

Some long-range plan such as I have suggested, with the employment it would create, and including the direct and collateral work which it would stimulate, should not only result in relieving the minds of our railway employees of the fear of consolidation, but should provide a means whereby we might hope to end unemployment to a large extent and remove the necessity for a continuation of the present dole. It would afford employment to the young men who are to-day praying for a chance to work. As to financing the effort, that problem must be solved. If we can provide a billion dollars for a war of destruction, we can surely finance in the same measure a well-considered program of reconstruction and national development.

Honourable senators, we are living in a new world. Except as to the basic principles—and even these we may have to modify to meet present needs—the way things were

done in the past is of very little value as a guide to us in the present situation. The world will never return to the basis which prevailed before the Great War. With our collective years of experience and, may I say, wisdom, our duty, as I see it, is to help guide the ship of State safely through the troublesome seas which lie ahead.

I have been one of those who believed in the two-party system of government. To-day we have rising in our midst a third party, a fourth party and several others. United, they would seriously challenge the stability of government in this Dominion. Their seeds of dissatisfaction, genuine but unsound, as they are, fall on very fertile ground at this time. If their sowing were to meet with success, we could expect to reap only a harvest of tares.

After fourteen years in Parliament I am forced to agree with the general opinion of the younger citizens of our country, that there is no fundamental difference, no difference of principle, between the two old parties, that is, between Liberals and Conservatives.

"In union is strength." The need for a strong government was never so urgent in Canada as it is to-day. Our national situation calls for the united support of all Canadians who have a stake in Canada, all Canadians who have the best interests of their country at heart.

Our situation in Canada is not as dark as it may look in the picture I have painted. The country in which we live, with its great undeveloped natural resources and sparse population, is the best country in the world. To-day Canada is attracting the attention of thousands of Europeans who are looking for a safe place for their capital and a safer place to live; a country where political and religious liberties prevail. Mass migration from the Old World is under way. So far it is largely emigration of capital, but industry and industrialists are beginning to follow their capital. They not only wish to keep an eye on their capital, but in a larger way they are seeking to build up their Old World industries in the New World, hoping to recapture the export markets formerly served from their factories in Europe.

South America, with its defaults and property seizures, has severely shaken European confidence and it is not our competitor. Canada alone stands out as a country which offers the greatest of opportunities with the assurance of freedom. The movement to Canada of industrialists, technicians and scientists, the best brains of Europe, is regarded by far-seeing men as of the highest importance. It is estimated that in excess of one hundred mil-