

recently, the exodus of thousands of men to the United States to go into the lumbering business there. The Minister of Labour stated that some 3,700 men had been given permits. Would he say that only 3,700 men went over there to cut timber? Let him put his immigration officers on when these men start to come back and see if he will not find that double that number went.

Mr. HANSON (York-Sunbury): How many went illegally?

Mr. HOMUTH: They went over there to cut timber that is not required for our war purposes, whereas in Canada we have a tremendous shortage of these men.

Mr. HANSON (York-Sunbury): Right in New Brunswick we have.

Mr. HOMUTH: Would the minister in charge of selective service say that no requests have been made by the lumbermen of Ontario for men to carry on the lumber business, that no request was made by the department of lands and forests, the minister or his officials? I know Mr. Hipel very well; I know something of the ability that he puts into his job; I know something of the difficulty he has in getting men into the northern woods to cut the timber we need. This afternoon the Minister of Finance (Mr. Ilsley) said that fuel wood is now to be controlled because there is a shortage of it; yet thousands and thousands of men are allowed to go over into the United States to cut wood there.

Over and above that a member—supposedly a member—goes to the selective service administration wanting to take five hundred men to the United States, if I am correctly informed.

Mr. MITCHELL: Let me correct my hon. friend. There was never a member of parliament came to the Labour department for five hundred men.

Mr. HOMUTH: Well, I say a permit was given for five hundred men to go over there. Who signed the permit? Who gave the right to take them over? Was it denied by Mr. Nicholson and those in charge, and did they say to the minister that that right should not be given? Those are the questions which the people of this country want answered. Those are the questions which the lumbermen of northern Ontario want answered. Those are the things that industry wants to know, because those are the things that disorganize industry and make people feel that they cannot get the cooperation of this government that they should have. It is a serious situation, a serious indictment of the whole manpower policy of this government.

These boards are set up; very often they do things that are ridiculous. If we were not engaged in a war in which our very life is at stake, some of the regulations that are made, and unmade the next day, would be a joke. I sometimes think the minister says to himself, this, that or the other should be controlled; I will hunt up someone who can do it. Accordingly he hunts him up and gives him an office, a desk, a secretary and a brief case.

Mr. HANSON (York-Sunbury): And a carpet.

Mr. HOMUTH: Sometimes a carpet, and a pretty nice desk. He sits there and says to himself, I am here to control something; I am going to start to control. Immediately he starts to issue orders to control this or that or to do this or the other thing. In a short time the control has to be taken off or changed or the order unmade.

Is there anything more ridiculous to-day than the regulation of bus traffic in this country? The trip limit is fifty miles. A man gets on a bus wanting to go fifty-five miles. He has to get off five miles from the terminus and perhaps hire a taxi for the rest of the way, as many do, while the bus goes on with an empty seat. If you wish to go from Toronto to Bradford you take the bus for fifty miles, get off at a hay field, take a waiting taxi that takes you the rest of the way, the bus going on with an empty seat. The termini now for bus trips are not town to town but cornfield to turnip patch. The thing is so ridiculous.

Then we have control of truck traffic. Firms had special trucks built to handle their particular commodity. There are many such in my district. These trucks are of no use whatever for general cartage. They can now travel only thirty-five miles; they used to travel one hundred or one hundred and fifty miles. How do they get around this control? Some of the trucks are actually taken off the road; the tires are depreciating; the truck is depreciating; it is just so much waste machinery in the country. At least the government should have let them carry on until these specialty trucks were worn out. But if they do not lie idle they will carry the commodity thirty-five miles to where another branch has been established; the goods are unloaded from one truck to another and carried the next thirty-five miles, and so on until they reach their destination. Think of the waste of man-power. The thing is ridiculous.

As a result of this sort of thing people are beginning to lose confidence. The government ask for confidence. How can people have confidence in view of such silly controls as that?