

Then the hon. member for Kingston City referred to the St. Lawrence waterway—something that most of his colleagues are keeping pretty well away from, I notice. The hon. member for Fort William (Mr. Manion) also wanted to know where the government stood in regard to this question. I cannot speak for the government, of course, but I think I can speak for every member on this side of the house when I say that at least there will be no danger of the government trying to steal the policy of the Conservative party in respect to this great project. It is my sincere hope that the negotiations now proceeding between the two nations will reach a successful conclusion, and that the deepening of the St. Lawrence will be proceeded with as rapidly as possible. When that day comes, and I hope it will come quickly, our fresh water carriers will be able to transport grain and other cargoes from the head of the lakes down to Montreal for reshipment on ocean going vessels, and this will do away with the present unsatisfactory condition of American bottoms carrying 80 per cent of our grain. Then we shall be able to build up a merchant marine that this nation will be proud of.

Most of the hon. members who have so far taken part in this debate have dealt with immigration, and our friends opposite have tried to create the impression that the trek across the line never commenced until the Liberal administration came into power, and that it never will be stopped until the Conservative party regain office. But I have lived long enough to remember that prior to 1896, when the Laurier administration assumed control, we suffered the greatest loss of our manhood and womanhood to the United States. With the wonderfully improved conditions—if the term “prosperity” is objected to, I am quite satisfied with this description—that exist throughout the Dominion to-day, and with the still greater improvement that we may expect from now on under the present strong, sane administration, I do not think we need worry very much about our immigration policy. During the past year it has been shown conclusively that our people have become rich enough to invest a very large proportion of the capital that is now being used to develop our industries: in fact more than half of the capital that has gone into our mining development is Canadian capital. It is also gratifying to find that capital is being attracted from all parts of the world for investment in the Dominion, for the simple reason that capitalists in other countries are shrewd enough to see the great

[Mr. Lang.]

possibilities of profitable investment in the development of our natural resources. And there is not a doubt in the world but that immigration will follow capital. I am confident that men and women, physically fit, will seek to establish themselves and play their part in the pioneer work that is necessary to continue the development of our natural resources and the industries related thereto, and that we shall have all the immigrants we need from Great Britain and continental Europe. Our chief concern must be to see to it that only those best fitted are allowed to enter the Dominion.

I was struck by an observation made by the hon. member for Parry Sound (Mr. Arthurs) when he took part in this debate. He stressed a point that used to be stressed years ago, but I thought the Conservative party had gotten over it by this time: he laid the blame for all our railway troubles on the Laurier regime in building the Grand Trunk Pacific railway during the period from 1908 to 1911. Let me point out, Mr. Speaker, that if the Grand Trunk Pacific railway had not been constructed by the Laurier government we would not be getting to-day the great benefits flowing from the development of our mineral, forest and agricultural wealth that has taken place along the railway in northern Quebec, northern Ontario and northern Manitoba since the war ended. As a result of this development, that part of our Canadian National railways which a few years ago our Conservative friends predicted would always be a charge on the country, is now paying its way, and in the near future it will be one of the best revenue producing portions of our National railway system.

Now, Mr. Speaker, there is just one other matter that I wish to mention: it has to do with the recent discoveries of mineral wealth in northern Manitoba and northern Saskatchewan, and particularly with the administration of the mining laws to govern the great activity that we may expect there in the immediate future. From what prospectors in northern Ontario have told me, I feel sure that in the coming season there will be the greatest rush to stake mineral claims in northern Manitoba and northern Saskatchewan that we have ever witnessed in the mining history of Canada. It is vital for the good and the prosperity of the mining industry and of the people of Canada generally that the very best mining laws and regulations be established to govern the staking and the operation of mines which will be opened up. In my humble opinion the present mining laws which have been enacted by the federal parlia-