

enterprise and industry, that is to say, taxes imposed upon ownership rather than upon enterprise.

The first of these proposals, that we should reduce the cost of our civil and military establishments will, of course, be unpopular; but I submit that the Minister of Finance must face up to that job and do it immediately. With regard to my second proposal, that we increase immigration, I call the attention of honourable senators to the fact that depressions come upon peoples when the profits of the nation's industry are insufficient to carry the nation's overhead. When I refer to overhead in this connection I have several things in mind: first, land rents; second, the burden of taxation; and third, the cost of railways and other public services of that kind. Of course, there are other overheads, but I mention these.

I point out to honourable members that land values in Canada, from the Pacific to the Atlantic, have been advancing during these last two or three years. Notwithstanding price ceilings, land values have been steadily inching up. As we know, our tax burden has been multiplying. And the cost of transportation and of other such services is very high. What then is the answer? I suggest it is to increase our numbers and so spread the burden among more people. If we bring into this country selected people who will actively engage in enterprise, then our railways will continue to be as busy as they are to-day, our tax bill will be less burdensome, and our land values may perhaps be carried at their present level. Unless there be an increase in our numbers, I tremble for the future of business activity in this country.

I submit, honourable senators, that twelve million people must not and should not attempt to pre-empt for themselves the greater part of a whole continent. That condition cannot last. We should not and we cannot reserve for so sparse a population the vast areas and wonderful natural resources of this country. Right now, Canada should take into consideration the revision of her heartless policy of the "closed door". In order to promote prosperity and full employment, we should encourage selective immigration to the extent of about 500,000 persons a year. In this way we could double our population in the next twenty years, as we did in those years which preceded 1911.

I suggest that the Minister of Finance should seek sources of revenue which do not discourage industry, which do not kill employment, which do not increase the cost of living and bring about unhappiness in our land. If you will permit me, I should like to illustrate

my point by the historic tale of the "Toll-gates on the Rhine". Long, long ago there were pirates on that fabled river. There have been pirates in modern times, but those ancient pirates wore bandanna handkerchiefs around their heads and carried cutlasses between their teeth and preyed upon commerce as it moved up and down the river. In course of time one robber pirate, more intelligent perhaps than the others, figured out a better system of collecting tolls than by cutting throats, which at best was messy and disagreeable. He gave notice that those traders might pass up and down the river with a whole skin who called at his wicket and paid his fees. He thus established the first toll gate on the Rhine, a very profitable enterprise. Others followed his example. By the twelfth century there were some nineteen toll gates established—now remembered by the ruined castles that delight the eyes of passing tourists. By the thirteenth century the number had grown by a further twenty-five, and by the end of the fourteenth century there were no less than sixty-four toll gates preying upon commerce on the Rhine. The exactions of these robbers were so great that they offset the advantage of river transportation, and merchants carried their goods upon their backs along the river banks as they had done before boats were invented.

You and I, looking back upon those barbarous and unenlightened times and contrasting them with the intelligence and understanding of our own day, may wonder why it was that the victims of this iniquitous system did not combine and clean it out. The answer is that every one who might have done so was too busy figuring out how he himself might change a cottage into a castle and thus establish a toll gate of his own.

Some Hon. SENATORS: Oh, oh.

Hon. Mr. ROEBUCK: Of course, eventually the toll gates disappeared, and today only the ruins of their castles remain to remind us of those buccaneering barons of ancient times. But I doubt whether any real progress has been made, for the owners of the wharves along the banks of the Rhine now collect in rents what the robber barons formerly exacted in tolls, and the results are pretty much the same.

I have used that historic incident to give point to the following suggestion. If the Minister of Finance would increase his revenues without injuring his people, let him look for modern "toll gates on the Rhine" in our present society, and let him take