

iture in the past has not been curtailed to any perceptible degree, and it does appear to me that if there is one thing any Government ought to do, it is immediately to get down to a business basis in carrying on the business of the country. The present Government or any other Government should get down to the same basis as any manufacturer would, and he would absolutely cut his coat according to his cloth, and endeavour to pay dividends. I grant the millenium will have come when that time arrives, but there is no logical reason, no business reason, why this country, or any other country, or any province, should not be run on as strict a business basis as any business or manufacturing concern in the Dominion. If that is done, I feel satisfied that, so far as the future of this country and the people of the country are concerned, there will be a vast saving, that taxes will be lighter, that the cost of living will come down, that we shall be in a far more prosperous condition than we have been in for many years.

I think we are all glad to know that the Canadian National railways this year will show a surplus of approximately \$20,000,000 on operating expenses. For many years—and we know well the cause of it without going into ancient history—the roads which to-day comprise the Canadian National system were a source of tremendous drain upon the pockets of the people of this country, and after the many and varied opinions as to public ownership, everyone must view with the greatest satisfaction the gains which have been made by the Management of the Canadian National railways. The claims of those who advocated public ownership as the best way out of the railway situation in Canada have been proven. Those railways have been a very material success so far. Last year this House in its wisdom or unwisdom defeated the Bill for the construction of branch lines on the Canadian National railways, and it does appear to me that the railway question is to a very large degree interwoven with the question of immigration. If there are two things this country needs, they are, first, population, and secondly, capital. A country which has those two things is bound to be prosperous, provided it has natural resources which can be developed. In the West to-day we have many miles of railroad, some graded, some with tracks laid, but without ballast, others with the location staked out. During the war, and just prior to the war, it was all very well to say that as money was dear and labour scarce those roads could not be gone on with. That was perfectly logical and reasonable, and I feel quite satisfied that the people of

the country were quite content to put up with the situation as it existed. Since that time, however, many people have gone into that country and settled in the sections where those roads or contemplated roads are located, and to-day they find themselves without transportation. That being the case, we can scarcely with one breath shout: "Come to our country; we will give you every advantage; we have one of the greatest wheat-growing districts in the world; come and reap;" and at the same time say, as we did last year: "Even though you come and raise great crops there is no certainty that you will be provided with transportation to get them to market."

May I read a few figures showing the situation? There are to-day 238 miles of graded line without steel; there are 259 miles of newly-laid track without ballast; there are ten locations to lay tracks, and eleven locations to ballast. In all, as I understand, there are in that country about 898 miles of railroad or pseudo-railroad ready to take care of the wants of the settlers in those districts. There has been already expended on the locations and roads that I have mentioned \$10,000,000, and the Government asks that there be granted \$28,307,900 to complete the work. It does appear to me that the objection that the Government is given a more or less free hand to go on and spend the money, and that it should be voted from year to year is not a reasonable one, and will not allow the work to proceed satisfactorily; and this House takes upon itself a very grave responsibility when it throws out legislation that is intended to inure to the benefit of many people who are in this country and many others who will come to this country by reason of those railroads.

Hon. Mr. POPE: How many people would they serve?

Hon. Mr. PARDEE: I do not know. But the country is thoroughly populated, as the honourable gentleman well knows.

Another important question, one which has been discussed in this House and in the other House to a considerable extent, is that of the coal resources of this country; and I put forward this suggestion, whether it is feasible or not, as it runs in my mind that it might at least be given a trial. We know to-day that a great part of the Dominion of Canada is very largely dependent upon the United States for its supply of coal. We know also that in the West we have practically unlimited supplies of coal. The great difficulty in the way of getting this coal from the West to this part of the country is the heavy freight rate. Now, the Canadian National railway is the people's railway, and has been taken