Canada, employed on our Canadian railroads, while in 1925 there were 166,027, a reduction of 19,150 men employed in one branch of our National activities alone—a decrease of 19,-150 in four years.

Hon. Mr. HAYDON: Has the honourable gentleman any statistics in reference to the growth of motor travel generally, and motor bus business particularly, showing how far these may have interfered with the reports which he gives of the progress of the railroads? That mode of travel has appeared in recent years, but in 1913 there was none of it.

Hon. Mr. ROBERTSON: So far as I know no government, Federal or Provincial, has any record of that volume of traffic. In answer to my honourable friend, I will say that I do not believe that the number of passenger trains doing the daily business of the country to-day is one per cent less than before the auto business came into existence, but the cars are travelling only party filled.

One other point. I have shown that there are 19,000 fewer employees in this one of our activities, but in 1920 the wages that those men earned amounted to $290,510,000. Railway men are just like everybody else: they spend probably ninety cents out of every dollar they earn, maybe more, to purchase, first, the necessaries of life, and second, comforts for themselves and their dependents. But in 1925, those same railway employees received only $237,755,000 for their services; thus there was a reduction in the purchasing power of that one class of public servants by $52,000,000 a year. Now, if goods are not produced, if they are not transported, if the number of men employed in the manufacturing and transportation industries of Canada are decreasing by thousands, how in the world can we intelligently satisfy ourselves that we are enjoying national prosperity?

Hon. Mr. DANDURAND: Industries seem to be employing a greater number of men this year than before.

Hon. Mr. ROBERTSON: I am glad my honourable friend has mentioned that point. There is in existence a system whereby it is suggested that the Government has information as to the state of unemployment. During the time I had the honour to be Minister of Labour, that system was inaugurated with a view to getting all the information possible on the subject, and we had, at that time, the co-operation of the employers in Canada to a very marked degree—at least 30 per cent more of the employers were co-operating with the Government than now, judging from the number that are reported. It may be that the industries are not there, that they have been closed. But the manufacturers reporting to the Government number roughly two-thirds of those who were reporting six years ago, and those who are reporting indicate that there is no more unemployment to-day than there was six years ago—indeed, at this season of the year the unemployment situation is not quite so bad as it has been in the past. But what has happened during these six years? Roughly 10,000 Canadians a month have exiled themselves from this country in order to earn a livelihood; therefore there is not the unemployment that there would be, if we had all our citizens here.

It has been said that we have a great expansion in trade. Taking the same report of the Canadian Bank of Commerce, we find that in 1927 the exportation of Canadian products of the farm was $77,000,000 less than it was in 1926. The report gives this information in detail by commodities.

Hon. Mr. BELCOURT: Mainly grain.

Hon. Mr. ROBERTSON: The details are as follows: wheat, $29,000,000; oats, $11,000,-000; flour, $10,000,000; butter, $2,000,000; cheese, $6,000,000, hay, $2,000,000; apples, $2,000,000; cattle, $5,000,000; ham and bacon, $10,000,000; making a total decrease in the value of farm products exported of $77,000,000. Lumber products exported showed a decrease of $8,000,000.

Hon. Mr. HUGHES: How does the price compare with that of the former year?

Hon. Mr. ROBERTSON: I have not that information before me. My honourable friend will probably address the House and can give that information if he has it.

Hon. Mr. HUGHES: I have not got it.

Hon. Mr. ROBERTSON: I think the price of wheat was quite equal to that of the previous year.

We find a decrease of $4,216,000 in the value of automobiles exported, due, chiefly, to the reason referred to a moment ago—the Australian situation. But the last attack that was made on the tariff of Canada, touching automobiles in particular, touched the Canadian manufacturer not only of automobiles but of the parts that go into them, and as a result the increase of automobiles imported into Canada last year over 1926 amounted to $12,400,000, of goods that might have been manufactured here. Let me add that the drop in the price in the United States was practically equivalent to the drop in Canada, and it would not have made a bit of difference if the tariff had been left alone. The result probably would have been practically the same.