

essential services and food supplies, munitions and everything directly connected with an all-out war effort. The movement of non-essentials must be curtailed. We must improve and expand railway facilities which are essential to our war effort. We are in this particular spot just now: carloadings, which averaged last year 280,000 cars, have increased 33½ per cent, largely on account of war freight. War freight is heavy freight. War freight moves long distances, and our ton-mile next year will increase 100 per cent compared with pre-war figures. I ask the Minister of Transport, who is charged with the responsibility of the railways, if enough attention is being given to the rehabilitation of our transportation system. He will speak in this chamber either on the Canadian National railway estimates or during this debate, and I say to him now that he has the responsibility of being able to assure the Canadian people that our rolling stock and transportation system generally are being maintained and improved. We must remember that the whole Canadian transportation system has had a very hard winter. When the frost comes out of the ground, floods will follow in the spring and many weak spots will develop in an already overburdened system. Attention must be given to priorities all along the line for the preservation of this most vital part of our Canadian economy.

As to railway finance, it should not be a burden on the Canadian people in the coming year. The overflowing revenues which have resulted from the doubling of ton-mile traffic over that of pre-war days have temporarily done away with railway deficits. Nevertheless I would guard very carefully the revenue which is in excess of operating costs. I throw out the warning that it should not be used to rehabilitate the financial interests of those of our investors who made improvident investments in railway enterprises in pre-war days. There are not very many of them, but I would ask for some vigilance on the part of the government with regard to this particular feature of our economy. For example, exhibit 5 of the report of the Canadian National Railways investments in affiliated companies shows that the national railway holds stocks and bonds to the extent of \$35,000,000 in companies or organizations whose stocks have a par value of \$78,000,000. It is true that the greater part of that sum represents necessary joint enterprises; there is, for instance, the Toronto terminal, which is not being run primarily for profit. But we ought to be very careful that this expanding revenue of ours is not used to recoup the financial position of any of the owners of the non-par value shares associated with the Canadian National Railways, who

own the other \$42,000,000. While these pre-war concerns did not go through bankruptcy, it would have been well if, to use an expression of the hon. member for Rosedale (Mr. Jackman), they had gone through the wringer at the time. But while in financial difficulties they have been maintained and built up until to-day they are worth \$78,000,000. However, as I have said, this is no reason why we should recoup the unfortunates who made the improvident investments in days gone by.

In saying this I am thinking not only of the Canadian National Railways but of the other railroad and of various other large organizations in Canada, particularly those which have monopolies in different lines of industry and production. I give them the solemn warning that, if it is necessary to put a ceiling and price control on commodities, incomes and supplies, with which I have already dealt, it is also necessary to do the same with pre-war investments.

Transportation is so vital that I should like to think of it now in regard to getting our supplies to the scene of action. There are various estimates as to the tonnage of commodities necessary per year to keep one fighting man in the field. I have seen an estimate as low as four tons of goods and commodities per year per soldier, while the highest I have noticed is sixteen tons per year. One can readily see, therefore, that each one hundred thousand of our fighting men will require at least one million tons of commodities per year. When one takes into consideration the question of distance, we are faced with an astronomical figure if we reduce the equation to ton miles of transportation required to give a full-out war effort. This branch of our transportation system must be given first attention, while everything non-essential must be reduced to a minimum. There are different methods of transportation; and the one which will not be much of a problem when the war is over is, to my mind, air transportation. In the meantime, however, it must be brought to the attention of the Canadian people that within the next few months or perhaps even weeks great strides must be made, from the point of view of the war, in regard to air travel. With our aircraft production reaching a figure of \$268,000,000 last year, representing 400 planes a month, we must organize ourselves to meet this strain on the national economy; but at the same time I say that new means of transportation will have to be developed to take care of the submarine menace. With all the research at present being conducted in this connection, as hon. members know, I believe this house would be well advised to give the