

40,000 miles of road, or a mile of road for every 250 souls. Surely that is proof that we have enough railways. But, if the Canadian Pacific Railway and the Canadian National Railways in their wisdom should seek to build more lines, we should recognize that they ought to know their business better than anyone else. However, I should like to call attention to the fact that to-day there are millions of acres of unoccupied land almost adjacent to railroads. Nevertheless, the West wants railroads; therefore the West must have them.

Just here I should like to quote a few lines from the Drayton-Acworth Report of 1917. Sir Henry Drayton at that time was Chairman of the Board of Railway Commissioners, and surely should have known how many miles of railroad there were in this country. This is what he says in that report:

We may put the same thing in another way. The growth of the mileage has far outstripped the growth of the population. In 1901, with a population of 5,371,315, Canada had 18,140 miles of railway in operation; roughly, a mile of railway for every 300 inhabitants. In 1911 the population had increased 34 per cent, to 7,206,643—

That was under the benign reign of Sir Wilfrid Laurier,

—while the mileage had increased by 40 per cent to 25,400 miles; a mile of railway to every 284 inhabitants. Since 1911 the population has, it is understood, not much increased—

That was under the Government of the Right Hon. Mr. Borden.

—but the railway mileage open and under construction has grown to 40,584 miles. In other words, Canada has to-day, taking the present population as 7,500,000—

That was in 1917.

—only 185 inhabitants to support each mile of railway. Taking the four western provinces by themselves, there are only two-thirds of that number for each mile of railroad.

That is 125 persons to support a mile of railway. If you reduce that population to families of five persons, you will see that 25 families have to keep up one mile of railroad. Yet on the western plains they have not enough railways.

The United States have 400 inhabitants per mile of line; the United Kingdom, 2,000; Russia, 4,000. Even Australia has 274 inhabitants for each mile of railway; Argentina, 238.

After such a statement as this, there should be no thought in the mind of anybody that Sir Wilfrid Laurier built too many miles of railway. This shows quite clearly that he did not do any such thing. If anybody did, it was the Right Hon. Mr. Borden, because he

increased the mileage from 25,000 to 40,000 in seven years, whereas during 15 years under Sir Wilfrid Laurier the increase amounted to only 7,000 miles, 3,500 of which were built by the C.P.R., the balance being accounted for by the Transcontinental and the Grand Trunk Pacific Railways. Nevertheless, the statement that Sir Wilfrid Laurier built too many railroads has been repeated so often that it is believed not only by Conservatives, but by some Liberals. I hope the statement of Sir Henry Drayton which I have just read, and which the right honourable gentleman from Eganville (Right Hon. Mr. Graham) knows to be correct, will settle the matter for all time. To give you an idea of the situation in Canada, I may tell you that during 1928 there was one freight car loaded for every three persons.

Now may I refer to government ownership? We know that they have government ownership in Germany, Italy and France. We know what a dismal failure government ownership has been in the United States. We know the disappointing experience of the United States with government ownership of railroads. In that country they lost money at the rate of \$2,000,000 a day, and when government ownership terminated there the railroads were very much run down and dilapidated because of lack of maintenance. I invite honourable gentlemen to go to the library and read any books they can find on government ownership, and if they do so they will learn how it resulted in deficits and failure. In this country we are fortunate indeed; we have a miracle man, Sir Henry Thornton, who has worked wonders with the Canadian National Railways. Take for example the old Intercolonial Railway and think of what it is to-day. I venture to say there is not a railroad anywhere in the world that is better equipped and operated than that road. When you compare its present condition with its condition in the old days, no matter what government was in power, you will realize the tremendous difference. Sir Henry Thornton is the best advertising agent any railroad ever had. Hardly a week passes that he does not address meetings here and there and everywhere, telling them about his railroad. He has built up a spirit of fellowship among the employees of the road, all of whom are on their toes, the result being that the system is doing remarkably well. Nobody can travel more comfortably anywhere than on the Canadian National. The Canadian Pacific Railway also maintains a very high standard in that regard. I am told by commercial travellers that when they are out