

ability to acquire additional lands, may need to come to this Parliament for a new financial arrangement, but we claim, Sir, that that is a question which should not enter into the matter of the return to the Western provinces of their natural resources. The question is a constitutional one; we claim that we have a constitutional right to enjoy these things. The matter of a larger subsidy to New Brunswick or Nova Scotia is an entirely different question. I wish to say also, on behalf of Saskatchewan at least, that we shall not be satisfied merely with the return of these natural resources; we want something more than that. Millions and millions of our acres have been exploited and put into the hands of speculators; we demand, therefore, that there shall be an accounting of these lands that have been used purely for Dominion purposes, and that, after deducting administration charges, the

9 p.m. money received shall be handed over to its rightful owners. That is where we stand in the matter.

In conclusion, Sir, I wish to say just a few words with regard to the railways. I believe that the national railways should be owned and controlled by the Canadian people and should be kept entirely out of politics. I see no reason in the world why they should not pay a large revenue to the federal exchequer if they are put under an efficient and businesslike administration. There is one thing I want to say about the railways which some may look upon as a little radical, and it is this: the railways were bought at an inflated price, and you cannot, on the basis of that abnormally large capital investment, expect them to pay a profit. I think the time has come when, as a wise business principle, these railways should be revalued on a business basis. If necessary, we should take the money which has been paid over and above the reasonable market value and charge it to our national debt. Do not burden the railways with it; do not put it on the western farmer, with his long hauls and high freight rates. Revalue these great national railways; consolidate them; put them under one business head and do not allow any urban centre like Montreal—or Toronto, for that matter—to enter into the negotiation at all. Look upon it from a purely business standpoint and let it be administered in the interests of the whole Canadian people. The time will come when, under a fair and wise administration, freight rates may be lowered, the road with its rolling

stock and equipment kept in proper condition; then we shall receive handsome interest upon the investment made.

I shall take advantage of a later opportunity to enter more fully into a discussion of matters affecting the Tariff, the Wheat Board, and other things. In the meantime I thank you, Sir, and hon. members of the House, for giving me this opportunity to express my views.

Mr. ARCHIBALD M. CARMICHAEL (Kindersley): Mr. Speaker, I, too, crave your indulgence for a short time as well as the indulgence of hon. members of this House. I am aware that you have heard a good many speeches from this corner of the Chamber, but I assure you Sir, that you have not heard all we have to say; we have much more back here yet. We are just putting forth a small sample of what we have.

I rise with a certain amount of fear and trembling because, like some previous speakers, this is my first appearance in this assembly. But I am satisfied that a certain amount of generosity will be extended to me by the Speaker, because he assured hon. members that for a quarter of a century he himself honoured the rules of the House more in the breach than in the observance, and I am quite sure that when we who are new members transgress the rules we shall have his indulgence.

Being a new member in this Chamber there are some things that I particularly notice. One is that we have with us, in addition to English, a language to which I have not been accustomed. It does not, however, strike me harshly—not quite as harshly, at any rate, as it did some few years ago when I was compelled, under a very strict teacher, to learn its rules and idioms. They struck me then as being very peculiar and very hard to master. I am quite convinced, Mr. Speaker, that this great race which we have represented here, and which has produced a Cartier, a Champlain, a Frontenac, a Joliet, a Marquette,—yea, a Laurier and a Marshal Foch,—I am quite convinced that this great race has still representatives worthy of seats in the councils of this nation. While I do not fully understand the language, I may add that I am somewhat acquainted with the peculiarities of the race, because my life companion claims descent from those who bore the fleur de lis. I am quite convinced of her capabilities, and if ever called upon to choose another companion I believe I would choose one whose characteristics in