

have mentioned it before in this chamber—is the possibility of transferring or transplanting to western Canada industries which are at present in Great Britain. There are a number of industries in Great Britain which have had their factories bombed, but the machinery could be salvaged and the technicians in those industries who are not required for Britain's defence and who are eating up the food in Great Britain which is required for other purposes could be transplanted with their families to western Canada. Many of those industries were exporting to Canada prior to the war, and they would be quite satisfied to establish a branch of their industry in Canada to take care of their Canadian business which has decreased by reason of the war. I put this suggestion on the record of *Hansard* again because I feel that our commercial intelligence branch and the industrial departments of the railways should take this matter in hand. Some might ask: Why do not the Canadian people establish those industries here themselves? If they did they would be faced, in the days to come, with serious competition from the United Kingdom which previously had a share of the Canadian market. But if we could encourage our British friends to come here with their plants we would have the advantage of their long experience in different lines. No one knows the woollen goods trade or the linen trade and other needle trades, for example, better than do the British people. The same is true of many other lines of industry. I could mention half a dozen others if time permitted. There are the nut-oil pressing trades, for instance; the pressing of oil seeds for the manufacture of shortening and things of that kind. No one knows this trade better than do the people of Great Britain. If we could persuade them to establish branch plants here we would have something which would remain with us after the war, and that would be better than trying to do it ourselves in the absence of their expert technicians and tradesmen who have been engaged in these trades for eight or ten generations. We could cooperate with them and in that way add to our Canadian economy other lines of industry which will be very necessary when the war is over.

Of all the difficulties that Canada has had ever since confederation, transportation has been one of the greatest. It has engaged our attention more perhaps than any other phase of our national life. We have great distances, an abundance of raw materials, with a small unit cost per ton. All these factors have made our transportation problem one that requires

[Mr. J. H. Harris.]

our everyday study and attention. The actual facts of transportation costs in Canada are startling. I raise this question because it is of vital importance to Canada. I am so fearful of a collapse or even a partial collapse or slackening off in our transportation system that I ask the house to bear with me while I enlarge a little on this subject, which to my mind did not receive sufficient attention in the budget and must engage the attention of all members of the house.

The monthly review of business statistics for December shows that the average income for the last twenty years in Canada was as follows: primary production, 25.8 per cent; secondary production, 20.7 per cent; trade, 12 per cent; services, 11.5 per cent; finance, 8.5 per cent; government, 11.4 per cent; transportation, 10.1 per cent. In passing, I would remind the Canadian people that the last three items are out of all proportion in a well-balanced economy. There is no reason why the national income of those living off the government in this economy should be 11.4 per cent. That figure should be reduced substantially and as quickly as possible; it is out of proportion. In like manner consider finance; the national income from this source, 8.5 per cent, is quite high.

I do not complain of transportation being 10.1 per cent; I mention it merely to draw attention to its importance. Transportation divides itself naturally into two divisions: domestic transportation, and transportation to support our war effort overseas.

As regards domestic transportation, not nearly sufficient control and direction is being given to this problem. I regret that the Minister of Transport (Mr. Michaud) is not at the moment in the house. I would say to him that we must have direction and drastic control, and they must be such as will keep high the morale of our fighting forces. Priority must be given to the young men and women of tender years who are wearing the king's uniform, so that they can get home to their people and their friends whenever they have leave. This will tend to keep high the spirits of those young people and of the parents and cousins and uncles and aunts whom they visit on their leaves.

On the other hand, civilian traffic made possible by higher incomes must be definitely curtailed. I am of opinion that it should be rationed. The strain on our transportation system demands that priority be given to labour, materials and supplies for the railroads.

What applies in passenger movements also emphasizes the importance of freight movements. The right of way must be given to