

Right Hon. Mr. GRAHAM: No; they disapproved of them all before that.

Hon. Mr. ROBERTSON: The Government brought down all the details, with the individual requirements, with a description of each branch, and when that was done there was no difficulty. They were all approved of when the Senate understood what they were approving.

Now, with reference to transportation, the transportation companies have made progress against difficulties, and I want to refer to the Canadian lines of the Canadian National Railways. In 1922 the gross earnings of these Canadian lines were \$203,062,000; in 1926 they were \$225,547,000, which is the last official record that we have from the Canada Year Book; showing a gross increase in earnings in those four years of \$22,485,000. Their operating expenses on their Canadian lines—I am not referring to the United States lines at all—in 1922 were \$205,572,000, or two millions more than their gross receipts, while in 1926 the operating expenses of the Canadian lines were \$190,173,000, or a decrease of \$15,399,000. That is to say, while the gross revenues advanced \$22,000,000, the operating expenses were reduced by \$15,000,000, the net improvement thus being \$38,000,000, on the Canadian lines of the Canadian National Railways.

That reflects credit upon the management, but I submit it also reflects credit on the 100,000 employees who served this country and its people through the immediate operation of the Canadian National lines. I advance those figures and facts just for the consideration of honourable gentlemen, lest they hurriedly conclude that the result of efficient management and operation through the joint effort of management and men resulted only from Government action, which I humbly submit was not the case.

May I further point out, in connection with transportation, that in 1920 there were 185,177 permanent employees on the Canadian National railways, with a total pay-roll of \$290,510,518, and in 1926 there were 174,266 employees, with a total pay-roll of \$253,412,424; so there was a decrease in the number of employees in steam railway transportation, over that period of six years, of 10,911 men, with a decrease in the pay-roll exceeding \$37,000,000. Transportation, like manufacturing, requires less human labour than it did six years ago, and this only adds another proof to the point that I make in connection with manufacturing—that immigration is a different problem from what it was prior to the war.

Now may I pass to the question of immigration? Up to 1926 there had come into Canada since 1897, when official figures of immigration were put on the basis which has continued ever since, 4,218,355 immigrants, an average of 140,612 per year, and the cost to Canada for the total number averaged roughly \$8.45 per head. But during the period from 1897 to 1921 the cost per head was only \$6.30, and from 1921 to the end of 1926, the last year for which we have a published official record, the cost was \$22.30 per head. Why was that? It is true that the Government from 1922 onward increased its efforts and expenditure to get immigrants to come to this country, and while the average immigration over a period of 30 years has been roughly 140,000 per year, yet with this redoubled effort, with more than double the expenditure, it did not get as many immigrants.

Hon. Mr. CASGRAIN: The cost must be much more than \$22 a head, because families come in without paying any fares. Families come in with children below a certain age, and somebody must pay the steamship companies; so the cost must be much more than \$22.

Hon. Mr. ROBERTSON: This is the cost to Canada. Most of the immigrants paid their own fares. But within the last couple of years we have heard a good deal of comment on the unequal proportion of non-English-speaking immigrants coming to Canada. If I were to offer any comment with reference to the recent action and policy of the Minister of Immigration it would be to commend it.

In 1919 there came into Canada 57,700 immigrants and in the next year 117,336. In 1919 there came from seven central European countries 108 immigrants, and in 1920 from those same seven countries we received 208; the total being one-fifth of one per cent of the total immigration in those respective years.

In 1926 we had a total immigration of 96,064, and from those same seven countries 28,497. In other words, 31 per cent of the total immigration we received came from countries where not one word of English is spoken or understood by the people. In 1927, so vividly was the situation brought before the country that the Minister of Immigration took action. In 1927, out of a total immigration of 143,991, the number of 51,283, or 35 per cent, came from those seven central European continental countries, several of which were formerly enemies of the Allies during the Great War. When that situation existed, and was becoming worse from year to year, was it any wonder that the people of