

I repeat that I think he is making a very good job in handling the situation under the present circumstances. According to railway figures we have a great field to populate with people that want to go on the land. It is a well known economic railroad law that it is not possible for railroads to be remunerative unless the population per mile of railway is 400 or over. In Great Britain the population per mile of railway is something like 2,000, but of course the conditions over there are entirely different from what they are here. Conditions in Australia and the United States, especially the latter, are similar to those in Canada. As far as population is concerned, Australia is in a somewhat similar position to Canada, as Australia's population per mile of railway is 250. Canada's is about 225 or 226, while the United States has 250 per mile. Of course in the eastern section of Canada the population per mile of railway is satisfactory, but, taking the country as a whole it amounts to only 225 or 226. While in some parts of the east there are more than 400 people per mile, yet in the west and other outlying districts there are not more than 126, and in some sections even less. It is recognized that each settler, once he is permanently located, is worth from \$500 to \$700 per year to the railroad. England has a population of about 700 per square mile, Scotland 160, France 187, Belgium 658, Germany 348, Denmark 220, and other European countries in proportion. Of course, in those countries the population is so great that they are not able to produce sufficient to feed the people and importation is necessary. The United States, however, which is quite able to produce sufficient for its own requirements, and even more, has 35 people per square mile. There is a vast difference between the density of population in Europe and in the United States. We all admit that if the United States is able to provide for the requirements of 35 people per square mile, Canada should be able to do the same. The population of Canada per square mile is less than three people—not crowded, you will admit. As Canada is larger in area than the United States, if we had the same number of people per square mile, namely, 35, Canada would have a population of 126,000,000 people. Now I feel like using the words uttered by the Speaker when he finishes prayer every day in this house. I feel like saying "Let the doors be opened." Let the capital flow into the country, bring in immigration, open up the mineral regions in the Northwest Territories, and then Canada will be placed on the map as a country in the eyes of the other nations of the world.

At six o'clock the house took recess.
[Mr. Blatchford.]

After Recess

The house resumed at eight o'clock.

Mr. O. B. PRICE (Westmorland): Mr. Speaker, before offering any comment on the budget as presented by the Minister of Finance (Mr. Robb), I should like to make a few observations in regard to the remarks made by the Minister of Railways and Canals (Mr. Dunning) a few days ago concerning the gateways at Ste. Rosalie and St. John, with which he coupled the party to which I belong, the Conservative party, and as regards which he left with the house the impression that we, as supporters of his majesty's loyal opposition, were opposed to the closing of those gateways. I can speak only for myself, but I may say that the people of the maritime provinces have always had a deep appreciation for the Minister of Railways, particularly since he has pointed out what the aims of the people of the maritime provinces have been in the past and now that he has told us what they will be in the future. The minister observed when he first came to this house, or possibly before he had taken his seat, that the people of the maritime provinces had three things in view: to be born in the maritime provinces, a free ride on the Intercolonial railway, and to die in the maritime provinces. I am sure that those kind remarks of the minister will not be forgotten in the very near future, and we thank him sincerely for his observations.

Mr. DUNNING: I suppose it is unnecessary for me to deny that again.

Mr. PRICE: With regard to those gateways which existed in years gone by, for reasons which have already been pointed out by the minister, I might say that the amalgamation under the direction of the Right Hon. Arthur Meighen, of these railways as the Canadian National system under the management of Mr. D. B. Hanna had taken such form, and the mileage of these railways and the vast territory which they served, made the national railways of such dimensions, that it was not necessary perhaps further to continue the gateways. I have been against the opening of these gateways. I believe the Intercolonial, which is a portion of the Canadian National railways, is entitled to every bit of business it can get. It is the people's railway and we wish to see the people's railway flourish. I believe it will flourish in the future, although it has not done so in the past.

I wish also to make some observations with regard to the present direction of that railway or the policies which are being carried