

small groups in the House, they begin to speak about the usefulness of co-operation and try to apply it. This matter would have been far better treated under the head of "trade and commerce".

All of us in Canada, it matters not whether we come from the Atlantic or away down by the Pacific, have a great respect for the grand old province of Quebec, one of the first settled sections of Canada. But we find that this great province, which on many occasions has occupied the proud position of holding control in the Liberal party, is now down on its knees, kowtowing and salaaming to the third party, which is a little group from the plains of the west. When I meet the hon. member for Brandon (Mr. Forke) in the corridor after one of these votes has taken place, I look on him with a good deal of admiration, and I can see very clearly why he walks with a "proud" step on an occasion of that kind. The whole thing savours of weakness and incapacity, and I am quite sure no good can result from carrying on under present conditions. Canada is crying out for a stable government, for stable business conditions, and I am sure she cannot hope to get that from this aggregation which is already almost in the stage of rigor mortis. Under such conditions it will be far better to have a clean-up, a new election, so that we may get some party with a working majority.

Looking over present conditions in Canada we find that we are at present carrying a public debt of about \$2,417,000,000; a debt of the Canadian National railways in securities held by the public amounting to \$913,000,000, and, in addition a provincial debt of about \$650,000,000, the whole borne by a population of about 9,000,000. These are the basic facts to be grasped in arriving at an understanding of our position. We have about 37,000 miles of Canadian railways, 22,000 being in the Canadian National system and 15,000 miles in the Canadian Pacific. The Canadian National deficit in 1924 was about \$55,000,000, a very much better showing than that of some previous years, but this can be looked upon as a fixed liability in making any plans for the future of this country. The government has spoken very vigorously during the past four years about meeting the situation, about increased prosperity, about the development of our natural resources and also about a workable immigration policy; but we have had no tangible results. As an illustration, let me quote from the Ottawa Journal of December 30, 1925, which shows that for the years 1922, 1923, 1924 and 1925, immigration into Canada was 422,808 and emigration from Canada, 469,026, or a

net loss to Canada in four years of 46,218 people. Just think of that! We have been pouring out between two and three million dollars a year in order to get people into Canada, and after spending some \$12,000,000 and working for four years, Mr. King leaves us with 46,000 fewer people than when he began. And that is not all. Whereas a large number of those whom he brought in came from continental Europe, nearly all those he drove out were Canadian or British born.

During last session we had a very interesting discussion on the improvement of our railway situation, and hon. members will recall that we discussed several plans. We considered the necessity of co-operation with a view to further economy on the part of both roads. We talked about the avoidance of duplication in train services and other matters. We also went so far as to discuss amalgamation. This discussion received considerable publicity; it was taken up by the papers and published very freely, with the result that the people of Canada have benefited to a great extent because they now grasp the importance of this situation. The capitalization of the Canadian National on December 31, 1924, was \$2,027,000,000, of which, as I said before, \$913,000,000 are held in securities by the public. The last report of the Department of Railways and Canals shows that in five years the Canadian National system has gone about \$572,000,000 further into debt. We all admit that Sir Henry Thornton's task is a very big one. It is a great task to undertake the management of a system embracing 22,000 miles of railway in a new country like Canada, where in many sections the population is very sparse. But Sir Henry Thornton has the backing of the Dominion treasury behind him, although he has received practically no support from the government in the way of improved business in the country, large immigration to Canada, or the taking of proper steps to keep our people at home employed and producing so as to increase freight. He has received no support in that particular line, as indicated by the quotation from the Journal, and it must be admitted that the deficit would have been greater had it not been for the fact that we have enjoyed a few good crops.

It is generally recognized that we have not enough business in Canada at present to keep up with the development of these two important roads. They are developing their facilities and increasing their capacity, and if we are to meet the situation and maintain the splendid service which must be maintained if we are to make the progress we desire, there must be no interference between the