

consummation of the visit of the Prince of Wales to our country if the hearts of those who have the Government of the country in charge could go out towards these young men to whom I have referred. This is an age of democracy, an age when people are willing to live and let live. That principle was never better exemplified than it was when the Prince said: "Let the people come forward who have done the dirty work." The Prince has not been hobnobbing with the classes; he waits upon the blind, the afflicted, the troubled, the weak and the downtrodden. Let the Government, therefore, on the recommendation of its Minister of Justice, release from bondage these captives in our jails and prisons. Let them stop persecuting these young men in the back settlements and bringing them from distances of hundreds of miles at great expense, thereby breaking the hearts of their parents and relatives. When a man is apprehended in this way some one who has worked hard to make a few hundred dollars has to go down to the jail and pay the fine—simply because of the hard-heartedness of the Government.

Is the United States Government persecuting the young men over there who made mistakes? No, it is giving them a square deal; it recognizes that all men are human and fallible, and I plead with this Government also to do what is just and right. Let the Government turn right about face and do what is democratic and just and honest, for their day of reckoning is at hand.

Mr. FRANK S. CAHILL (Pontiac): Mr. Speaker, I avail myself of my privilege to speak on the Address to draw the attention of the Government to a matter which I think is of paramount importance to the people of this country, and that is the question of international transportation. I have a couple of letters here from two of my constituents complaining of the shortage of cars. The first one is from Amos, in the Abitibi district, and reads as follows:

I would ask you to kindly lay before the proper department the situation at present existing at Amos with regard to shipping the lumber which we manufacture. I am one of the small lumber merchants here. I manufacture about three hundred carloads per year and so far this year I have only been able to ship twenty-five cars since April.

The other letter is along much the same line; it is from a larger shipper who is unable to get cars. Following up their requests, I called on the Deputy Minister of Railways and Canals and received the following reply:

[Mr Baldwin.]

I am now in receipt of advice that if the cars were for Canadian destination, there should be no difficulty in obtaining a reasonable supply, but that if the destination is to points in the United States, the difficulty is possibly due to general shortage of American railway owned cars, which exists all over the territory. You will understand that on account of the large excess of Canadian owned cars in the United States it is not considered advisable to continue loading Canadian owned cars to that territory.

Mr. Speaker, this is a matter that should receive the serious consideration of the Government. It is a question that should interest the Department of Trade and Commerce, the Department of Colonization, the Department of Railways, and the Department of Finance. The Transcontinental railway runs through a timber country, practically speaking, which is being settled by prospective farmers who first take out the pulpwood and the lumber. The whole investment is dependent on the transportation facilities afforded to the settlers, and owing to the lack of cars they are unable to take out what is their crop—the lumber and the pulpwood. The statement I have read, that it is impossible to ship Canadian cars over the boundary, is not a new one. This difficulty has confronted the shippers of Canada for some time and has been particularly acute within the last two years. This Government is lending money to foreign countries in order to find an outlet for our manufactured goods and finance our export trade, and surely it could arrive at some arrangement with the United States whereby an exchange of cars could be effected on a basis that would be satisfactory to both nations. These men are unable to ship their lumber simply because the Canadian Government has been unable to make an arrangement with the United States Government for an exchange of cars. There should be very little difficulty in making such an arrangement, especially in view of the fact that the American Government has control of the entire transportation system of that country. If we hope to improve the exchange situation between the two countries and secure a more favourable trade balance we must ship our products to the United States, and our principal products include pulpwood, lumber and hay. If the Government are unable to make an arrangement with the United States for the exchange of cars I would consider them incapable of promoting the export and import business of this country.

The Department of Colonization should also be interested in this matter, because the Quebec Government are colonizing along the line of railway owned by the Dominion