

million. If to the national debt we add the provincial and municipal debts, the total represents almost five hundred dollars for each of the nine million persons in Canada. Two main factors contribute to this debt—the War Debt and the National Railway Deficits.

Canada's War Debt of two and one-third billions may seem small compared with the United States' War Debt of twenty-four billions. But Canada's population is less than one-twelfth of that of the United States. Therefore it will be seen that Canada's debt per capita is the larger. Another fact to be considered is that this debt was incurred when the currency of the world was inflated three times greater than the demands of trade; the dollar was only worth one-third of its former value. It is impossible for Canada to pay off this debt by increased taxation, for already Canadians are paying nine hundred millions yearly to the Federal, Provincial and Municipal Governments. Canada's greatest asset is her natural resources—her farms, her oil fields, her forests, her mines. But these are of no use unless she can obtain workers to till the land, sink the oil wells, build the mills, and work the mines. Canada must increase her workers. Therefore she must increase her immigration.

The railways of Canada are the second means by which her debt has been increased. During the forty years subsequent to Confederation, cash subsidies to the extent of one hundred and twenty-eight million dollars were paid by the Government for the building of the Canadian Pacific and fourteen thousand miles of other railways. But particularly have the Canadian National Railways cost Canada dearly. These Nationals were seriously injured by the war, and as a result they are costing Canada large sums annually in deficits. How can these deficits be paid? If freight charges are increased it raises the cost of living to the consumer, and practically decreases traffic by diverting it to the American lines. As already shown, Canada cannot suffer increased taxation. A third suggestion is to make a present of the Nationals to the Canadian Pacific Railway. But just consider what Canada has spent on the Nationals. Then, the Canadian Pacific Company would not want lines that run parallel to its own and that must be operated at a loss.

The last remedy is to increase traffic. One of the non-pay sections of the Canadian Nationals is the clay-belt country of northern Quebec and Ontario. Given plenty of workers to clear and till the land, this district alone would pay the deficit. Thus the only practical scheme for making the railways pay is to increase traffic by increasing immigration.

Canada can never carry her load of debt "over the top" without capital, which consists, not of immense sums borrowed from other countries, but of the savings of each individual. By immigration Canada would increase her available labor force; that is, she would add directly to the number of persons engaged in producing wealth.

Many attempts have been made to put a money value on the economic gain of immigration. Usually the amount of money which the immigrant brings is not large and is very often more than offset by what he sends to his