

acter of the water, and it is so cold that in the middle of August it takes a vigorous fellow to take a dip into it. As to the

CHARACTER OF THE COUNTRY,

I state most unhesitatingly—and I believe that observation on a more extended scale will shortly verify my statement—that in no portion of Ontario is there a smaller proportion of land unfit for agriculture than in the district of Alberta. (Cheers.) I travelled there for days, and in various directions, and from one hill, or rather from one beautiful, rolling, undulating slope to another, and I frequently saw thousands of acres in one valley of the finest loam that the sun ever shone on. I say, as an agriculturalist, that I never left any portion of the earth which I have visited with such a degree of reluctance as I left the district of Alberta. My hon. friend from East Hastings (Mr. White) spoke about living out in the snow. I may say that I only saw snow there one afternoon, but I was told that it was eighty miles away. I saw it from Calgary, and speaking of that place, I may say that the man who has not visited Calgary has not yet seen one of the most pleasing sights, one of the finest landscapes that could be presented to any man's view. I am not very much in the way of quoting poetry, but if Calgary is not yet the loveliest village of the plain, it certainly is the loveliest plain in which a village was ever situated. A finer site for a town could not have been selected, for they have abundance of water, they have coal in the immediate neighbourhood, and in the mountains they have timber, and they have mines. I believe that in a short period that town will be the rival of Winnipeg, and before the next ten years are round the people of Alberta will be knocking at the doors of this parliament for a charter of incorporation, as by that time, I am sure, they will have attained the limit of population provided by the British North America Act to entitle them to provincial incorporation. There seems to be some dispute as to the

MERITS AND DEMERITS OF THE TARIFF

as affecting the price of agricultural implements. One implement, which was more especially referred to, was reaping and binding machines. I admit that I did not price them, but I did price reapers, mowers, horse rakes, wagons, and ploughs, and I am satisfied that with regard to those of which I knew the value myself, they were sold in that coun-

try, in many instances, cheaper, and in no instance dearer, than in Ontario, and cheaper than they were before the operation of the tariff, and in many instances of better quality. As to the supply, I might take Brandon as an example, and I am satisfied that it would take a most ingenious man to stack upon an acre lot the quantity of agricultural machinery carried over there this winter. As to the

RAPIDITY OF CONSTRUCTION AND THE LOCATION

of the railway, I may say that I had some doubts about the location before I visited the country and took in the topography of the region. The road, I am satisfied, runs through as good a portion of the country, in an agricultural sense, as the northern line, and it has this advantage, as has often been stated by the Minister of Railways, that it is 100 miles shorter, a most important item in a national railway. In my judgment, if the character of the country, on the northern line, is as represented by the hon. member for Perth (Mr. Trow), it will be rapidly penetrated by railways; in fact, it is being so penetrated already; and the main national line being to the south of that country, we will be able to secure to the main line, as now situated, the whole carrying trade of that immense region lying to the north and west; whereas, if it had been built on the northern survey it is possible we might have competition to the south, which, of course, is impossible under existing circumstances. The member for Perth also spoke about the difficulties of settlers to the north drawing their grain for hundreds of miles; but if a road had been built to the north the people in the southern part of the country would have had the same difficulty to contend with. (Hear, hear.) The real difficulty is that the country is so vast that it is impossible to construct a railway to every man's door or to every little town in the two years during which the road has been operating. Just here I may remark as to the character of the road-bed itself, it is equal to—and stations and other equipments, superior to any of the older American Pacific lines.

AS TO BRANCH LINES,

there appears to be some discrepancy as to the policy of hon. gentlemen opposite. One hon. gentleman argued that the money should be spent all on the main line, while another declared that the prosperity of the country was