

north-west 350 miles. In other words, they would have to travel 700 miles out of their way to reach this northern point on the Saskatchewan river, and then go south. The Canadian Northern line starts at Portage la Prairie and goes north and west, and there is no other way for a man coming in by North Portal to reach that line. I ask the hon. gentleman if that is not so?

Mr. OLIVER. I will admit that a large proportion of the settlers come in by North Portal and they do reach the main line of the Canadian Pacific Railway at Moosejaw, but I do not admit that, if the Canadian Northern Railway were constructed they would come by way of North Portal. It would be as short to come by the way of Winnipeg and take the Canadian Northern to the Saskatchewan valley. These men take the present route because there is no other, not because it is the shortest that there will be. And it is absolutely unfair to say that because they take a roundabout route now they would therefore take that route after a shorter one is provided. The bulk of these people, as the hon. member (Mr. McCreary) knows, come in from Minnesota, Dakota and Iowa, with a few from Nebraska and Kansas. They are not going out of their way by coming in by Winnipeg and they could go west to the Saskatchewan by the direct line.

Mr. McCREARY. Where would that be to?

Mr. OLIVER. Northern Alberta, that* is where most of them are going.

Mr. McCREARY. And how will they get to it, except by coming in by Winnipeg and going by the Canadian Northern?

Mr. OLIVER. That's what I say. They will not need to come in by way of North Portal, but by way of Winnipeg.

Mr. McCREARY. Well, take the hon. gentleman on his own ground—they would come in by way of Winnipeg. They can come in by that way now if they wish. But do they? No, they take the Soo Line which is chiefly owned by the Canadian Pacific Railway, and the Canadian Pacific Railway encourage settlers to go in that way by giving a \$9.60 rate from the boundary line to Edmonton, against a rate of \$15 when they came in by way of Winnipeg. Moreover, they make no change of cars at the boundary line but the same cars run through from St. Paul and Minneapolis, so that settlers are not obliged to change cars or unload. The cars are owned by the same company. But if the settlers came in in a Great Northern car, when they got to the boundary line they would have to unload their settler's effects or pay something like one cent a hundred miles, which is the running rate to go to Edmonton. So, no

matter how many Canadian Northern roads we have the settlers from St. Paul or Minneapolis—that means also all western and southern points like Kansas city, Oklahoma, and so on, will take the Soo Line. As I say, the Canadian Pacific Railway favour that route. I have tried hard, and the Manitoba government has tried hard to get immigrants to come in by way of Winnipeg, so that they could get them into Manitoba and up on the Manitoba and North-western route, but they have not succeeded in doing so, because they have more favourable rates on a better train service by the other way. There is no change of cars or waiting over as at Winnipeg. A man and his family coming into Winnipeg at two o'clock cannot get a train going west until the next day. What does that mean? A man may have a family of seven or eight children and he will have to take them up town, and it will cost him \$10 or \$15 for a hotel bill for his family. But, on the Soo Line he will start from St. Paul and get to his destination without change of cars.

Mr. COCHRANE. What has that to do with this question?

Mr. McCREARY. The hon. gentleman (Mr. Oliver) tried to show that if this branch line were constructed immigrants going into Alberta would take that line, would go up the Canadian Northern to Edmonton and then strike south. As the hon. member for East Middlesex (Mr. Gilmour) says it would be like going around two sides of a triangle.

Mr. COCHRANE. Would it hurt that section of the country if the branch line were built?

Mr. McCREARY. This branch line will never be built—no fear of that. But what I say is that the branch line, a charter for which is being applied for from Medicine Hat on the Canadian Pacific Railway, will be the only proper line for immigrants to go in on.

Mr. OLIVER. If it is a question between the Canadian Pacific Railway and the Canadian Northern as to who shall occupy this country, I am perfectly satisfied for my part that the Canadian Pacific Railway shall be given a charter and a chance to occupy it. That country has been there a good while and the Canadian Pacific Railway has been there a good while too, and the Canadian Pacific Railway has done nothing to occupy the country yet. Now comes another company and wants to occupy it. They are a going concern. I do not know whether they mean business or not, but I ask the House if it is prepared to take the responsibility of refusing to allow a company to give the accommodation that is required and that everybody admits is required.