

FUTURE AGRICULTURAL GREATNESS.

I hold, on the contrary, that the traffic on that road is going to be so great that the Canadian Pacific Railway will not be able to carry it all. The hon. minister of railways, I think, went over the mark when he said that 320 acres would be cultivated by a single man; but supposing in seven years from to-day there would be 100,000 farmers in the Northwest—and this would only give us 50,000 a year of increased population—and supposing that each one cultivated 80 acres, yielding twenty bushels an acre, that would give 160,000,000 bushels. If we cannot do this in seven years we can do it in twelve, for there is certain to be more than 100,000 there then. Take the wheat grown in India. It is not ten years ago since wheat was begun to be exported from that country. In 1875, 1,500,000 bushels were exported from India to England; last year 35,000,000 bushels were exported. From the American continent the exportation last year was about 75,000,000, making a total of 110,000,000 from India and the whole American continent. I am satisfied that under favourable circumstances and with the progress our Northwest is making, we will be able in twenty years at furthest to send as much wheat to Europe as was sent from the whole American continent and India in the past season. This means that the Canadian Pacific Railway will not be able to do the work in a few years, and before long they will be building a double track from Winnipeg to Port Arthur; in five years they will have more trade than they can carry, and it is important that other outlets for the carrying trade should be provided, for the growing trade of the Northwest is not confined to wheat alone.

OTHER RESOURCES.

We have a large cattle trade in the ranches of the west to develop, and the lumber trade, and the minerals and mine to be developed, which will furnish a large amount of traffic. Next season, I am satisfied we shall have 10,000 men prospecting in the Rocky Mountains and opening up new avenues of trade. Look also at our large coal fields. In one section of land alone there are 11,000,000 tons. And when I say that we have thousands of those sections, you will be able to get some idea of the vast amount of coal in the region. The lumber and coal trade will

furnish a large traffic for the railway, and these products will be all sent to the eastern and middle parts of the territory, while the cattle will be sent to Eastern Canada.

OTHER OUTLETS.

In view of the rapid development that is going to take place in the Northwest, it is more necessary to the people of Eastern Canada that the road should run to the north of Lake Superior than it is to the people of the Northwest, who, to-day, have their outlet by Port Arthur, which gives them all the outlet they require in summer, and a winter outlet by St. Paul. But if the people of Eastern Canada want to control the trade of the Northwest, it is absolutely necessary the line should be built north of Lake Superior. How is the general trade and merchandise of the country to be carried if not carried over that road, otherwise a large portion of it will go to St. Paul and Chicago. It is said that the construction of the Hudson's Bay road would be disastrous to the Canadian Pacific Railway. I hold the contrary opinion. I believe that if the construction of that road were started to-morrow it would give such an impetus to enterprise, it would so develop the energy of the people, and trade would so rapidly increase that the Canadian Pacific Railway would, in the meantime, receive great benefit; and if the road were built to Hudson Bay the traffic would be so great that both roads would have all that they could carry. It would be very important to the Canadian Pacific Railway, to the Government, and to the whole country that the Hudson Bay Road should be started as speedily as possible, and the more we consider the Northwest the stronger must be our conviction that not only two, but a dozen lines of railway will be necessary there in the near future.

QUALITY OF LANDS IN THE NORTHWEST.

A great deal has been said about the land along the line of the Canadian Pacific Railway west of Moose Jaw, and I was prejudiced myself against the land owing to the reports I heard of it. But I have since travelled over it, and I have travelled over the land along the lines of the Union Pacific, Kansas Pacific and the Northern Pacific, and I can state from my experience, and from the knowledge I have of the soil, that the land along the line of the Canadian Pacific Railway is much better than that along the lines of the three American roads. There is no line of railway in America of the