

cussion on the reciprocity question, and who pointed out to us what Canada should and should not do, and who is a great Imperialist, and a man who has a great deal to say on the affairs of this country—in talking to his shareholders at the annual meeting of the Canadian Bank of Commerce pointed out to them the condition of things in four of our leading cities with regard to the question of construction. He spoke as follows on the subject of building permits in those four cities:

The building permits of the four cities were:

	1911.	1912.	1913.
Montreal. . .	\$14,580,000	\$19,642,000	\$27,032,000
Toronto. . .	24,374,000	27,401,000	27,038,000
Winnipeg. . .	17,550,000	20,475,000	18,621,000
Vancouver. .	17,652,000	19,388,000	10,423,000

Sir Edmond Walker went on to say:

We have made the comparison for three years in view of the contraction which has begun in some cities. Toronto has just kept even and the decline in Winnipeg is trifling. The marked contraction is in Vancouver, and this no doubt represents conditions in many other western cities.

In Montreal, however, there is a great increase in value, although the number of permits is practically the same.

The figures for Montreal always exclude the large suburbs, the building in which last year is said to approximate \$10,000,000 in value.

Here is a gentleman who is an authority on the financial and commercial condition of this country, and he had to point out to his shareholders that there was a marked contraction in operations in Vancouver. He then went on to state that this no doubt represented the condition of affairs in many western cities. That shows that, according to his view of things, the development in those cities is not as good and not as likely to be as good at present and for the coming year, as it has been in the past. They have also Sir Donald Mann who is in touch with the development of the country. The other day in an interview that he gave, when he returned from a trip to the Pacific coast, he told his interviewer that for the coming year the work of the railways would be confined very largely to completing what they had already undertaken, and that very little, if any, new work would be begun. We also have the statement of Mr. George Bury, the western manager of the Canadian Pacific railway, who, after he had been in Montreal and had an interview with Sir Thomas Shaughnessy, was reported in the Manitoba Free Press of January 9, 1914, under a Montreal date line, to have spoken as follows:

Discussions involving large expenditure in the west by the Canadian Pacific railway have

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been carried on in Montreal during the past few days between Sir T. Shaughnessy and Mr. George Bury, manager of western lines, with the result that appropriations have been passed. A statement issued by the Canadian Pacific railway to-night states that the position this year is somewhat different from that of former years. Last year large and comprehensive schemes for extensions, betterments and double tracking the company's system were pushed. These schemes cannot be completed in a day or two and must be carried to a certain point before extensions are undertaken, so that the expenditures estimated for the western appropriations of 1914 are almost entirely confined for the present to the completion of track laying, &c., on grades already built, on branch line extensions and double tracking, the latter of which will eventually connect Winnipeg with Vancouver, and to the building of Rogers' Pass tunnel, which will be pushed with vigour.

So far as grading is concerned, no less than six hundred miles are now ready for the rails, and there is extensive terminal work at Winnipeg, Calgary and Vancouver, the completion of which has been provided for.

The consideration of the expenditure on any new railway construction or other works will come up again later in the year, when further data has been secured, and there will be another conference with the president.

This statement of Mr. Bury's shows that the Canadian Pacific railway, on looking over the whole situation governing conditions in this country, have come to the conclusion that it is not the time to go ahead and enter upon further work. They started in and did a considerable amount in double tracking last year, and speaking from local knowledge, the idea prevailing among contractors and others connected with this work was that the Canadian Pacific railway would push the work of double tracking and spend as much if not more money this year, in this particular kind of work, than they had spent in 1913. It seems, however, on looking over this situation, that the heads of the company have come to the agreement that it is not advisable for them to go ahead and push this work as vigorously as they thought they were going to do. The result of all this together with the conclusion of work on the Grand Trunk Pacific, which is going to be completed some time in this present year, means that there will not be the amount of work going on in the country that there has been in the year past. I was therefore somewhat surprised in referring to this volume of immigration that the Government hopes to see come into this country during the present year, that there is no statement made as to what they think they can do towards finding suitable employment for those people. The Government's action to some extent, and the way