

us, and I suppose they will not object to the application of the same rule to themselves. If hon. gentlemen will turn to the last report of Sir Richard Cartwright they will find that in 1898 the exodus as represented by the entries of exports of settlers effects amounted to \$886,000; in 1899 they amounted to \$963,000; in 1900 they amounted to \$1,069,000; in 1901 they amounted to \$1,133,000, and last year to \$1,502,000. In giving these figures, I have omitted the odd hundreds. It shows that in this country, as in others, the Anglo-Saxon is a migratory race, and that we are losing population if the figures are correct. I merely call attention to these facts to show that while immigration is coming into the North-west Territories—and I am pleased to know it is—it is not the result of any fiscal policy of this country—and no one knows it better than the mover of this address—but arises from the fact of the superiority of the crops which have been given to the yeomanry and labourers of that portion of our country, and if it only continues for a year or two more it will do a great deal towards filling up the North-west.

The reference to transportation I will not discuss at present. What the government mean by that is hard to understand. It is a problem difficult to solve and one which the country has been considering for the last twenty or thirty years. The great output of the farms in the North-west Territories and Manitoba has so completely exceeded the most sanguine expectations of the people that no railway could keep up the required rolling stock necessary to transport it to the seaboard. There is a second railway now—what is called the Mackenzie & Mann railway—that is assisting, but still the transportation facilities are not sufficient. I am of the opinion that we cannot have too many railways in the North-west Territories and Manitoba, and any reasonable aid that may be proposed towards the construction of more railways to bring out the products of that country should receive the sanction of every lover of this country, and every statesman and every member of both Houses of parliament. I feel somewhat proud of the fact that I was one of those who stood all the ignomy that could be heaped upon us for granting liberal terms for the construction of the Canadian Pacific Railway. I care not who

Hon. Sir MACKENZIE BOWELL.

made fortunes out of it—I am glad that some of those who ventured their all in it did. The construction of that road has been the making of what Canada is to-day and if the Grand Trunk Railway is going to give us another route to the Pacific and an outlet to the east, let us have it by all means, and the Mackenzie & Mann system also, but let us remember this, that we should not give our aid to the construction of railways which are going to carry the products of the great West across the United States frontier. I will not discuss that question further, because probably it might come up at a more opportune time. I have my own ideas of what probably might be accomplished, although I see the many and great difficulties which present themselves in a country like ours with a climate like ours, and with the river St. Lawrence closed for so many months in the year, in accomplishing that which we so much desire, that is the transportation rapidly, of all the products of our great North-west, the magnitude of which is only to be realized, through our own country down the St. Lawrence to be carried by our own shipping to European markets. The question arises why that cannot be done. I will not discuss it now, but I could give satisfactory reasons why United States shippers and those engaged in that particular trade both in British Columbia with their trading to the Yukon, have had the advantage over Canada and will continue to have the advantage until British capitalists invest in shipping and railways which will do that for us which Yankee shipping and Yankee railways have done in the past for the United States.

The Alaska boundary, every one must admit, is a question which ought to be settled. Whether it will be settled under the present commission I do not know. I have greater faith, however, in those who will be appointed by Canada and by England than to suppose for a moment that they would be actuated wholly and solely from either a British or Canadian standpoint. I have sufficient faith in our jurists and in our public men that in a question of this kind they will endeavour to arrive at the truth and so report. Whether those who have been appointed by the United States are of the character indicated by the treaty itself is a very vexed question,