

subjects—always provided that proper school, and national training in loyalty, and in the history of our British liberties and institutions, is given to these children. A large number of immigrants to Canada are, of course, already British by birth, and I note that of the 2,440,359 immigrants arriving during the nine years, 1905 to 1913, 962,762 were British, 653,244 from the United States—many of them returning Canadians—with 824,353 coming from all other countries. The yearly total of all immigrants increased from 145,954 in the calendar year 1905 to 350,374 in 1911; and I am glad to note has increased still further, to a total of 418,870 in 1913. Of this latter total the official figures show that 156,984 were of British origin, 146,135 of Continental (Europe) and general origin, and 115,751 from the United States.

It is interesting to note in this connection that the British born in Canada, which of course, included native Canadians as well as incoming British, totalled in the 1911 Census figures 6,453,104, and the foreign-born only 752,732. As to the near future, many things point to an increase of British emigration to Canada. The intense competition in Britain, due to free agricultural imports, and the very heavy increases in taxation on land, are driving the agricultural class of that country into the cities or the colonies—and we seem to be getting the cream of the latter migration. The British Board of Trade recently reported at length upon the great inducements offered by Canada, and stated that these were having a noticeable and increasing effect upon the British rural population. The present Government's persistent presentation of Canada's attractions and resources, through many mediums and in many ways, was obviously having a cumulative effect of which we should continue to feel the benefit.

The references in the Speech to Transportation are of special interest. I suppose no project has been more discussed in the West of late years than the Hudson Bay railway, and the Government and the Minister of Railways and Canals are to be heartily congratulated upon the energetic way in which they have taken up and developed this proposal in accordance with Mr. Borden's well-known pre-election pledges. The total appropriation in 1913 was \$4,500,000, of which, I understand, \$1,000,000 was on account of the terminals it is proposed to construct at Port Nelson. By October 25th last, when ballasting operations were closed for the season, 79 miles of steel had been laid, and the grade com-

pleted for 135 miles. I am advised that as many as 1,200 men were employed at one time upon construction; that difficulties met with were very considerable, and that all supplies had to go around by way of Sydney, N.S., to Port Nelson. The Government proposes to cut a road, however, from the end of the present grade to Port Nelson for next year's work, and it is hoped to complete the railway in 1915.

It is gratifying to note that the National Transcontinental railway and the Grand Trunk Pacific are nearing completion. It was a great undertaking for a young country and without the support of British capital could not have been carried through. According to official figures, which have been already published, the total expenditure on the Government part of the line from Moncton to Winnipeg, and exclusive of the Quebec bridge, was as follows:

To November 30, 1911.. . . .	\$107,906,184
Liabilities (approx).. . . .	5,933,000
<b>Total.. . . .</b>	<b>\$113,839,184</b>
Chief Engineer's estimate, dated Sept. 30, 1912, of cost of com- pleted road, exclusive of interest.	\$162,786,800

The last spike in connecting the main line track was driven on November 17th last, and the entire track is thus laid from Moncton to Winnipeg, excepting the Quebec bridge, which is part of another contract. There only remains, I am informed, some station buildings and divisional point buildings to complete; with a number of steel bridges which still have to be erected. The train ferry for Quebec is also under construction at Birkenhead, and should be delivered in May next and ready for operation before autumn. It is hoped that the whole Government road will be completed between the points mentioned by the beginning of 1915; the construction of the shops at Quebec will require some further time. According to the address of Mr. A. W. Smithers, chairman of the Grand Trunk Pacific, in London on October 23rd last, that part of the line is now laid 1,204 miles west of Winnipeg, and 305 miles east of Prince Rupert, leaving 230 miles to complete, which he expected would be done by June of this year.

Reverting again to the portion of the undertaking which was projected and controlled by the late Government, the country will be glad to know that it is approaching completion. It was a great burden and will still be one upon the country as a whole; but the line had to be constructed