

through a much more difficult country to work over, and through a much more unpromising country to settle. These roads have developed a traffic, since they commenced business, of \$45,000,000 a year on about 3,000 miles of road; their net earnings to-day are nearly \$20,000,000. From that we ought to imagine that a road, having the unique advantage of the control of a line from seaboard to seaboard, which no other road on this continent has, ought at least to command the confidence of the public as to its ability to pay the interest on its debt if it does not do anything more. There is no other road in this country which crosses the Rocky Mountains that has not to pay tribute to the owners of eastern roads, who are themselves powerful corporations, and will give no traffic to either of these rival roads unless they get the lion's share. The Canadian Pacific Railway is in a position and will be in a position to make a tariff from seaboard to seaboard without asking anybody's favor, and I predict the result will be that they will get large connections in the west seeking an Atlantic port by roads running in from below the boundary from the southwest to the northeast. I think that must be apparent to anybody who looks at the favorable position which this road holds: the road is under one control and belongs to one company, and yet we are constantly told by gentlemen in this House, gentlemen whose business interests, I undertake to say, have been promoted and whose political existence has been prolonged by the building of that road, that this is a line in which we are not to have confidence. They undertake to oppose it. I have heard gentlemen say that this company, having their means in this road and having their reputation at stake, were not competent to select a terminus for their own road, or to choose the best place to accommodate the enormous business that is to come over 3000 miles of railway, but that they must be confined to one particular spot. I do not think it is at all a liberal view of the question. I think they ought to be left to judge for themselves, just as they are left to judge whether they will go through one mountain pass or another, which is of no consequence to any human being but themselves. There was no traffic there to be served. The location had

been made by the previous Government, and I dare say orders-in-council were passed with regard to that which have been changed since—in spite of the contention of my hon. friend opposite—and a location was made by the narrows of Lake Manitoba, but it was found when it came to be examined, that some two or three hundred miles of that road ran through muskegs. We know at any rate that the Government had so decided upon the location of the road there that they actually built a telegraph line as an adjunct to it before the road was laid out. This is a specimen of the railway building of the late Government and of their care of the public interests and the public treasury. They built a line of telegraph contracted for by Mr. J. W. Sifton, and by Mr. Glass, an ex-member of the other House, and where that telegraph line was located a gentleman who was present, who is my informant, told me that he saw a man climb a telegraph pole to adjust the wires and as he climbed, the pole sank down, and when he got to the wire he was no higher than when he started, and when he got off the pole it shot up like a cork from a bottle of ginger beer. There was no bottom there. I have no doubt the gentleman, who is now in the House, will corroborate every word I have said about that, if necessary. The present Government did not take the road up there. They found a better line. Some people were disappointed. Then this company put their money into the concern: they examined the country and decided upon the line which has been followed, and I believe their decision will be justified by future events. Another point in regard to this road which has been dealt with, and which may be considered a very important one, with regard to its future destiny, is, that they have discovered in the mountain passes where that road goes the finest growth of timber in the world. The Douglas pine grows there. My hon. friend opposite, Mr. Nelson, knows more about it than I do, and statements were made not long ago that between the Rockies and the Cascade range there was a growth of timber which was absolutely unparalleled on this continent. It grows to an enormous size and the road will have traffic in that line which will be of incalculable value. We know that not-