

and a great many of the farmers tried experiments, one after another, and so we have been able to acquire a knowledge through this experimental farm and through our own efforts as well, because we have all been experimenting. We have acquired a knowledge of preparing the seed bed, and it has been said by one of our most eminent men—I refer to Mr. Mackay, the manager of the experimental farm—that he thinks he has learned to prepare the soil so that he can produce a crop without any rain at all—that he has so cultivated the soil this year—because we have to cultivate it one year to get it ready for the next year, cultivate it at the proper time to preserve the moisture so that it will be sufficient to raise the crop the following year. He has done that on his own farm at Indian Head, and the result is that he acquired information we have now to guide us in the future and we can count on not having a total failure, but a fair crop every year in that country. If that be the case, then we want more railway facilities. I am not finding any fault with the Canadian Pacific Railway. They have done marvels in taking the grain out, but in my own town, for instance, I venture to say all the elevators are full, and when a farmer comes in 25 or 30 miles with a load of grain, he cannot find a market for it, because there is no way of getting it out. He has to remain for days under expense at a hotel, waiting for a train, and then there is a scramble as to which of them can unload and get away first. I want to call the attention of the government to the fact that something must be done to enable the Canadian Pacific Railway, or some company, to provide accommodation another year, and not to have this state of things exist. I see the Canadian Pacific Railway is asking for power to issue another twenty million dollars in bonds. We all know there is a strong feeling in many parts of Canada in favour of government ownership of railways. I quite understand, according to the history of the Intercolonial Railway, that it is hardly reasonable to expect the government to own railways, because there is always a great deficit in the management of that line. It is a live question in the Northwest. They think the government ought to own the railways, and they expect them to take the wheat out of the country at a reasonable or proper cost. We claim now we have to pay too much. We complain now of want of transportation rather than of excessive charges, although it costs \$120 to take a car from Wolseley to Fort William. I understand the government is about to grant the Canadian Pacific Railway permission to extend their capital \$20,000,000. Would it not be a good plan for the government themselves to take that stock, and not to allow foreigners to get hold of it? If the stock is put on the market it can be bought by anyone. United States capitalists have already bought the Canada Atlantic Railway, and it will no doubt have the effect of diverting trade from the ports of Canada to United States ports. We do not want to see that. We want to see our own ports built up and our grain shipped through those ports. It is a matter worthy of some consideration for the government, to take that \$20,000,000 of bonds themselves. It would give them a strong controlling influence in the company. I do not suppose they would take the stock with the intention of reducing the freight rates unreasonably, but they would see fair play between the company and the people. In that way they would have some influence over the freight rates which are now so exorbitant. The Canada Atlantic has been sold to United States capitalists, I understand. I do not know how many shares of the Canadian Pacific Railway are owned in the United States, but I believe a large number are and if these \$20,000,000 were gobbled up also, what would be the position of Canada with United States capital controlling our railways? It would be a disastrous thing to my mind. It would be a great lever against us, because the Canadian Pacific Railway runs near the frontier for a thousand miles. It is a matter for the consideration of the government how that capital is to be disposed of, whether our railway system is to be handed over to foreign capitalists or not. I hope the government will take some steps to see that our interests in that particular are not handed over to the United States capitalists who can charge us what they please, and in time of difficulty would control our lines of transportation. I was sorry to hear my hon. friend who preceded me speak of the deficit on the Intercolonial Railway. A few years ago, we threw out the Drummond County Railway Bill, and the follow-