

their road for their own benefit and for the benefit of the people of Canada. I know myself in the North-West, if the Canadian Pacific Railway Company had to depend on the trade that we are able at the present time to give them, they could not afford the magnificent service that they provide at present—a daily train, splendidly equipped, hardly ever late, from the Atlantic to British Columbia. That is an advantage that we do not overlook, but it is an advantage that is only gained by the Canadian Pacific Railway Company drawing foreign trade to its road. Competition is natural in our country; the enterprise and intelligence of our people will lead them to look for the best and cheapest routes to the seaboard. We are going on developing our country under great difficulties. All of us have many disadvantages to contend with in that western country. Want of experience, want of means and natural conditions keep us back, and we do not go ahead quite as fast as we would like to go; but the country is making good, substantial progress, and we are building comfortable homes for ourselves. New railways are being constructed, and in four or five years hence the trade of that country will have increased enormously. We are now building a line from Regina to Prince Albert. Not a bushel of grain produced at Prince Albert has ever found its way out, because there has been no railway to carry it. We are building 250 or 300 miles of road from Regina to Prince Albert which will open up a tract of land where there is a settlement already that will provide traffic at once. Then there is the North-West Central, and a road which is being built from Calgary to Edmonton, a feeder that will develop a large tract of country in which people will settle. There is also the road which is going down to Montana, and goodness knows how far it will penetrate in that direction, which will be a feeder to the Canadian Pacific Railway. When you consider what the effect of the construction of these feeders will be and the consequent development of the country, and the increase of traffic, you can easily realize what the possibilities will be in the next four or five years. An enormous traffic will be thrown on that road which will be beyond the power and capacity of that road to carry.

HON. MR. READ—Double track, then.

HON. MR. BOULTON—I would be very glad indeed to see the track doubled, but we want to get to navigation. We want to be able to export as much of our traffic by water as possible. We have to utilize the railroads to a certain extent, but the most economical way is by navigation. When we can get our grain to Port Arthur for 8 or 9 cents we can export it by way of Montreal, but not until then. That is why we are pressing the construction of the Hudson Bay Railway on the attention of the country. The Hudson Bay route may not be available early in the spring of the year, but that is not a matter of much importance to us. What we desire is to export as large an amount of our crop in the fall of the year as possible, because by that means we save the cost of storage, interest and shrinkage, which, I believe, will average about 10 cents a bushel. That is a very large percentage of saving to the farmers of the country. It would enable them to distribute amongst themselves 10 cents on every bushel of wheat that they lose now, and they would be so much more prosperous, and through their prosperity the whole country would be benefited. I fully believe that with the scientific appliances that we have for winter navigation, if we had the Hudson Bay Railway we could utilize the route by Hudson Straits well on into the month of November every year. I know that the insurance companies put up their rates after the first of November, and they must realize that up to that date, at all events, the dangers incidental to navigation are not very great. I believe myself that we will be able to utilize the Hudson Bay route up to the middle of November, and possibly latter in the year. Therefore, you can realize the advantage it would be to the North-West Territories and to the Province of Manitoba to find an outlet by which they could transport a portion of their crop in the fall of the year, before heavy loss has to be incurred in holding it over. This year we shipped only three millions of bushels by way of Port Arthur, but even that three millions, so heavy was the traffic on Lake Superior, and so great the demand for vessels engaged in other traffic, we found it difficult to ship. There was almost a block of grain in Port Arthur for want of vessels to take it away, and the capabilities of the Canadian Pacific Railway to carry more