

stated that the directors should be British subjects, and it provided to secure the country in every respect with regard to the management of the road. Their offer was millions and millions of dollars better than the offer of the first syndicate. The stipulation that they should not be exempt from taxation would of itself have conferred enormous advantages on the settlers of the west. In every respect that offer was one that it would have been in the country's interest to accept. It would have left the company under supervision in the matter of rates, which were entirely beyond our control in the case of the Canadian Pacific Railway.

But enough, Mr. Speaker, of comparisons. All of these serve to prove the superiority of the Grand Trunk Pacific scheme over any other scheme that has been put before the people of this country, and to place that superiority in the most striking light. Now, Sir, in their criticism upon the obligations that are to be incurred under this arrangement, I ask my hon. friends, in the first place, to remember that the money expended on a road which is to be leased by a responsible company at a rate of interest that will carry the cost of its construction, is not an addition in the proper sense to our obligations. I ask them to bear in mind that the guarantee of the bonds on the mountain section of the western division and the cost of the division from Winnipeg to Moncton, are not properly speaking an increase to our debt; because we have, in the first place, the obligation of a responsible company to pay the interest, and we have at the end of fifty years, when that property reverts to us, a property whose value will be vastly more than the cost of the road or the obligations which the road represents. I ask these gentlemen to bear in mind, in the second place, that this is a country that is to have great expansion of its interests, its property, its population, its resources, its tax paying power, in the near future. We are providing, not for the present, but for the future. We are entering now upon obligations which will culminate five years hence, when the road which these obligations create will be greatly needed—will be, in point of fact, imperatively necessary; and when the period of fifty years terminates, what may we reasonably expect will be the population of Canada? If it increases at the rate of 20 per cent each decade, it will in 1951 be 15,000,000. If it increases at the rate of 25 per cent in each decade it will be 18,000,000. I see no reason why our population should not increase more rapidly than at the rate of 25 per cent in each decade. During the first four decades of the United States their population increased at the rate of not less than 30 per cent, and yet up to the year 1825 the addition to their population was very small, amounting to 250,000 in a period of two or three decades. We shall have the natural increase of a vigorous population,

and in addition an enormous immigration from the British Isles, from Scandinavia and other parts of Europe, and a still greater immigration from the middle and western portions of the United States. So that we are building for the future, and we are looking forward to the time when the resources and the population of this country will be three or four times what they are at the present moment.

What may we expect will be the increase of our agricultural productions? This year the area in wheat amounted to 2,500,000 acres in Manitoba and 750,000 acres in the Territories, and we expect to reap from this land a crop of over 60,000,000 bushels. How much more wheat land have we? At a most moderate calculation, we have 250,000,000 acres of wheat-land west of Lake Superior. If we produce 60,000,000 bushels this year from 3,250,000 acres of land, how many millions of bushels are we likely to produce when that country is populated and the greater part of the soil is brought under cultivation, and when we increase the cultivable area to sixty or seventy or perhaps a hundred million acres? Let hon. gentlemen sit down and figure that out. We are confronting great changes in our condition, great expansion in our business. We cannot realize how great that expansion will be, and we are making provision for it in the most moderate manner, instead of recklessly and with undue haste. As I have said, that country is absolutely dependent on railway communication. It has no natural outlet to the sea. For all the productions of that vast region of 250,000,000 acres of wheat-land, we must provide transportation by rail, and if we are going to keep up with the procession, we must provide it pretty fast. I think the ex-Minister of Railways and Canals was right when he said that there were men in the audience which he addressed at Vancouver who would live to see three and possibly four transcontinental lines in Canada.

As to the question whether this railway will pay, I remember that question was debated when the Canadian Pacific Railway scheme was under consideration, and very grave doubts were expressed as to whether it would. Well, the Canadian Pacific Railway Company made its annual statement a short time ago. Its total earnings last year were \$43,957,000, its expenses \$28,120,000, and its net earnings \$15,836,000. It has just declared a dividend of 6 per cent. I can remember a few years ago when its stock was worth 40. The day before yesterday, when the 6 per cent dividend was declared, its stock was worth 126, and that at a period when the bottom has been knocked out of stocks, and the best paying stocks are at a lower point than they have been for many years.

Mr. HYMAN. What was it sold at originally?