

agricultural lands from which we may expect, within a reasonably near future, a fair amount of traffic. The Canadian Pacific railway, on the contrary, was built around the north shore of Lake Superior. It was built through a rocky country which did not then, and does not now, produce a single pound of traffic, and which is difficult to operate on account of its grades and the sharpness of its alignments and curves. The Canadian Pacific railway along the north shore of Lake Superior is absolutely unproductive. Then speaking of the Canadian Pacific railway line across the prairies, it runs through the very worst portion of the Territories. You could not select a line that could be very much worse unless you got right down close to the international boundary. But this new line of the Grand Trunk Pacific railway will run from Winnipeg to the Mountain pass through a territory, every mile of which is fertile and productive. It is hardly conceivable that such could be the case, yet the information in the possession of the government amply justifies the statement I have made. There is no such fertile stretch of country in the world. Now take the British Columbia part, for some reason best known to themselves, which nobody has ever been able satisfactorily to explain, the Canadian Pacific railway chose the Kicking Horse pass, which is the worst pass in the whole lot, and it went through a line of territory which perhaps, of all the different belts that could be opened up through the Rocky mountains is the least productive. And it suffered in consequence. For years it got no traffic, except what its own construction gave, out of that portion which goes through the eastern part of British Columbia. The Grand Trunk Pacific, on the other hand, will go from the Rocky Mountain pass to the coast through as rich a timber and agricultural country as there is in Canada—a country rich in timeb, minerals and soil.

Population Pouring Into the West.

Then we must not forget that when the Canadian Pacific railway was projected, there was no movement of settlement from the outside. There were no farmers coming to Canada in 1881 from foreign countries. At any rate their number was inappreciable, and the Canadian Pacific railway suffered from that fact. That company had dozens of agents out trying to initiate movements of population into our

western country, but did not succeed to any considerable extent, and for years later there was practically no emigration of any serious volume into the Northwest Territories or upon the lands from which the Canadian Pacific railway had to draw its traffic. What movement of population there was came almost entirely from the eastern provinces. But what is the position now? We had an immigration into the Northwest of 125,000 people last year. If it keeps on at that rate for the next ten years, think what that will mean for the Grand Trunk Pacific railway. Think of the difference in the position of that company as compared with that of the Canadian Pacific railway, which went travelling on for years and years before there was any appreciable influx of settlers. Let it be remembered also that when the Canadian Pacific railway started business, it had no connections with eastern Canada and no way of getting business. What had it to do? It had to go to Montreal and set to work at an enormous sacrifice to parallel the Grand Trunk railway by connections all over Canada. The Grand Trunk Pacific railway, on the contrary, will start with a magnificent system of connections, ready to open business the very day the road is finished. What does that mean? It is impossible for us to conceive the difference that will make in the volume of business which the railway company will do. Consider these facts, consider the prospects of this railway, and ask if there is the slightest reason why any sane, reasonable man should think this company will fail in its obligations to the government.

Will Give the Government Millions of Acres of Land.

I have extended my remarks, Mr. Speaker, at much greater length than I had anticipated and must apologize. I have only one point further to call to the attention of the House. We have had in the Northwest Territories, ever since this government has been in power, a state of affairs, under which the great bulk of odd-numbered sections of public lands have been held locked up by our obligation to furnish large quantities to railway companies. Many years ago the system was adopted of surveying the country into odd-numbered and even numbered sections, and of holding the odd-numbered sections for railway purposes, to be given to railways as government land grants.