

runs and I want this committee to understand that I object to any such charter. Then, again, in regard to the clause providing for the capitalization of this company, I trust this committee will bear in mind that last year there was ratified here an agreement by which the province of Manitoba has guaranteed the interest on \$20,000 a mile on all of the line from Port Arthur to Winnipeg, and on all of the lines in Manitoba. They stated the other day they had 1,300 miles in all. I understand that this Bill—I have not been able to go into it, and the hon. Minister of Railways and Canals (Mr. Blair) is not here—increases that liability and that the province of Manitoba will be in rather a peculiar position, that that province will not only have to guarantee interest on \$20,000 a mile but that the railway will have to earn much more than that before the province of Manitoba will be safe as guarantor. I would be glad if the Minister of Finance (Hon. Mr. Fielding), or the hon. Minister of Railways and Canals, would take this matter into consideration and explain the position that the province of Manitoba will be in if this charter passes in the condition in which it is brought before the committee. The hon. member for Marquette (Mr. Roche) is here and as he is probably more conversant with the railway deal in Manitoba than I am, I would like to hear his views upon that point. I think, also, in all fairness, that subsection (e), which authorizes the company to build a branch line from some place east of Edmonton in Alberta or Saskatchewan to the Red Deer river, should be struck out. 'To some place east in Alberta or Saskatchewan.' Now, in my humble opinion that covers 300 or 400 miles. Some place east of Edmonton in Saskatchewan or Alberta would give a starting point 400 miles—to where? In the first place it was to the Red Deer river, and as I showed the other day in committee, that was within 600 miles of the terminus. They can do that, and it is so indefinite that they can start pretty nearly at any place and end pretty nearly at any place. There is nothing to that branch line, it should be cut out. Then, again, when do you suppose that branch line could be operated? In the first place they would have to build their line from a point near the Swan river, away north to Edmonton, and an immigrant would have to go about 300 miles out of his way to get to the point that he could get on this branch line; the same as if I was going to Winnipeg and went to Montreal first and then took some other route to get to Winnipeg. I submit that branch line is perfectly ridiculous. The gentleman who explained this the other day, Mr. Nash, said they were going down to the Red Deer river for coal. Well, anybody who knows anything about the Red Deer river knows there is little or no coal on that river. Coal is up on the Battle river, or on the

Saskatchewan; on the Red Deer river there is no coal. Any one can see that it is a branch line put there purely for the purpose of obstructing some other line that may run up. Now if there is one line in the North-west Territories that is required, it is a line paralleling the Calgary and Edmonton line. From Calgary to Edmonton there is about 192 miles. There have been 40,000 to 50,000 settlers located within the last four years in that district, and the consequence is that the territory on each side is taken up, both the homestead and railway land, until parties now have to drive about 60 to 70 miles to get homesteads. They are getting discouraged, they won't go. Now the experience in the United States has been that whenever there has been a wave of immigration going into a certain territory, that territory has become popular, it has become well known. Then if you stop the immigration at a certain point, it practically stops immigration to the entire North-west. The reason why people go to Alberta instead of Assiniboia and Manitoba is this: The idea is prevalent in the United States among a great many people that the climate of Northern Alberta, being near the foot hills of the mountains, is much more mild than it is in Manitoba. If a man arrives at Winnipeg and you ask him where he is going to settle, he will tell you, I want to go out into Alberta, because the foot hills of the Rocky mountains will protect us and the Chinook winds moderate the climate. That is the popular opinion that prevails both among Britishers and the people of the United States; and if you stop immigrants going to that point you may stop immigration altogether.

An hon. MEMBER. Hear, hear.

Mr. McCREARY. The hon. gentleman is enjoying himself, but I am trying to talk a little common sense here to-night, and trying to give members a little information. I submit that in a charter like that especially, that branch line should be cut out, and the capitalization of the company should be seriously looked into before it is allowed to pass this House.

Mr. SPROULE. I think there is a good deal in some of the contentions of the hon. member. He made one statement that they had any time they liked to commence and finish this road, if I understood him correctly. In reality they have not, because it says:

The respective lines hereby authorized shall be commenced and completed within the respective delays below mentioned, otherwise the powers should remain null and void.

Mr. McCREARY. What I said was that there was no time in which they should build any certain portion of the road, no certain number of miles they should build each year.

Mr. SPROULE. These lines mentioned in subsection A, that will be between Port