

the saving is therefore substantially the whole distance from Montreal to Winnipeg. It is equal to 1,291 miles by way of Lake Superior, or 1,698 miles by way of Chicago. From Winnipeg south to the international boundary line at Gretna is sixty-nine miles. This is the shortest possible route to tide water for the great wheat-growing regions of the North-West, both in the United States and Canada."

There is one man, amongst our nearest neighbors (who are certainly not behind the world in either intelligence, experience or enterprise) who thinks this project deserves some consideration at the present moment. He was urging upon his friends the necessity of deepening the Sault Ste. Marie Canal, which I consider almost one of the wonders of the world to-day. The traffic on that canal has increased from three and a-half millions of tons in 1885 up to seven and a-half millions of tons in 1889; and not only that, but it exceeds to-day the traffic of the great Suez Canal. Just think of it! That country, west of the Sault Ste. Marie canal, has developed already a greater trade than the world's traffic passing through the Suez Canal. Is it any wonder that those of us who come from the North-West Territories should feel the necessity of bestirring ourselves in order to find suitable outlets for the produce which we are capable of growing, and for the development of an industry which is yet only in its infancy? The traffic of our Territories has been, of course, and is yet very variable. We are the most northern country on this continent that has ventured upon the production of cereals, and we have a great deal to overcome, a great deal to learn, before we perfect our capabilities of producing in that western country. I should like to bring to your notice the fact that when all the conditions were favorable to the production of cereals in that western country, when by the bounty of Providence the greatest advantages were showered upon us to enable us to produce a good crop in 1887, I believe that we produced a crop that had been unheard of in the world's history before. There were 16,000 farmers in that country, many of them, most likely, only homesteaders—men who are put down as farmers, because they are entered in the Dominion land book as homesteaders, and possibly each one of them may not have had more than 5 or 10 acres under cultivation. I do not know what proportion of those 16,000 farmers were in that position, but I can say from my own personal know-

ledge that very many of them were homesteaders.

Notwithstanding that, these 16,000 farmers produced 12,000,000 bushels of wheat and 2,000,000 bushels of coarse grain, or nearly 1,000 bushels for each farmer in that country. That was sown, reaped, harvested, marketed and, I was going to say, exported; but that is where the rub comes in. We had very great difficulty indeed in exporting our grain that year, because the facilities of the Canadian Pacific Railway were not sufficient at that time to meet the requirements of the people in exporting their produce. I will give the Canadian Pacific Railway Co. credit for making the most noble efforts; all the hon. gentlemen who come from the North-West will bear testimony to that fact. At that time they were having a great fight on the question of monopoly, and it was essential to the interests of the Canadian Pacific Railway Company that they should prove that they could carry the crop of the country themselves and that another route was not necessary at the time. But a bounteous Providence and the enterprise of the people were such that grain was shoved on the Canadian Pacific Railway faster than the company were able to take it away. A great deal of that was owing to the difficulties that they had to encounter in the months of January and February from snow storms north of Lake Superior; but still that was the fact, that the Canadian Pacific Railway was not sufficient to meet the requirements of the people in 1887. Then, in addition to that, what do we see now? The Canadian Pacific Railway Company are carrying a very large amount of traffic from Minneapolis—something like 10,000 cars of grain that they are taking from Minneapolis to the seaboard, and therefore they have this additional trade and traffic to tax their energies in carrying the products of that North-West country. I do not mention this in the way of finding fault, as some have done, with the Canadian Pacific Railway Company, for having penetrated to Minneapolis and taken freight from that point, in order to bring grain to their mill and capture the trade of those western States. I think myself that if they have to cut rates and compete with other corporations in that neighborhood they are perfectly justified in doing so, in order that they may get traffic to support