

given them practically all the access that the present scheme is going to give them to the most profitable part of the western territory. But, my hon. colleague seems to have been singled out as the one gentleman in Canada connected with the Canadian Pacific Railway who ought to be abused by hon. gentlemen opposite. A director, and a most important director of that company, Lord Strathcona, has been honoured with the confidence of hon. gentlemen opposite for years. He has been called to occupy the position of our representative at the heart of this great empire. He is the Canadian High Commissioner at London. Has anybody ever asserted, because he is a director of and interested largely in the Canadian Pacific Railway, that therefore in matters affecting the well-being of Canada, even when the Grand Trunk Railway Company is the other party to the agreement proposed to be made, his opinion would be biased? Not at all. As soon as these hon. gentlemen came into office they saw fit, and the public have supported them in that action, to have a knighthood conferred on the managing director of the Canadian Pacific Railway, Sir Thomas Shaughnessy, who wears the honour well and worthily, because as an officer of the Canadian Pacific Railway and as one who has been identified with Canada and become a British subject he has shown his great ability in the conduct of that magnificent road, and is entitled to recognition at the hands of his sovereign, and nobody has ever found fault with hon. gentlemen opposite for having made a recommendation to that effect. Sir Sandford Fleming, another director of the Canadian Pacific Railway, is quoted with approval from time to time by hon. gentlemen opposite. Why? Because they think that they can find a grain of comfort for their scheme in some of the utterances that have fallen from the lips of Sir Sandford Fleming. And though Sir Sandford Fleming, Lord Strathcona and Sir Thos. Shaughnessy are directors of the Canadian Pacific Railway, these gentlemen are regarded with favour and the opinions of some of them are quoted with approval, but because my hon. colleague had the hardihood to dissent from the scheme of hon. gentlemen opposite, his connection with the Canadian Pacific Railway is a barrier to any such confidence being extended to him, and his words are not to be treated with the consideration which the words of a man occupying the position which he does in the business and financial life of Canada are entitled to receive at our hands. I said that Sir Sandford Fleming's opinion was quoted with approval by hon. gentlemen opposite. A predecessor in office of the right hon. leader of the Liberal party, the late Hon. Alexander Mackenzie, attached great importance to the opinion of Mr. Fleming. In the debate from which I have already quoted in this House, which took

place in 1879, he quoted Mr. Fleming's opinion to this effect:

Supposing we finished the road in seven years, we have Mr. Fleming's authority—assuming him as an authority, and I think he is very much within the bounds, that until at least three million dollars per annum, and they have still habited territory, it is quite impossible to expect the road to pay its running expenses. Mr. Fleming estimates these at not less than eight million dollars per annum, and they have still further to be supplemented by the proportion of money required each year to renew the road. The road will require renewal of sleepers and rails every eight or ten years on an average. No doubt if steel rails are substituted for iron the time for this renewal would be considerably enlarged.

This statement was made in 1879. The Canadian Pacific Railway was completed, I think, in 1886. Sir Sandford Fleming made the declaration that until at least three million people were drawn into that uninhabited country, it was quite impossible to expect that the road could pay its running expenses. Mr. Mackenzie made the mistake that the hon. gentlemen opposite are making to-day. He quoted Mr. Fleming's opinion. They are quoting his opinion to-day. Fifteen years after that road was built, in 1901, when the population of British Columbia, of the Territories, and of Manitoba, Algoma and Nipissing, of every foot of the territory through which that road runs from Lake Nipissing out to the Pacific coast, was less than one-quarter of three millions, less than 750,000, what result was shown by that great national highway, the Canadian Pacific Railway? In 1901 the gross earnings of the road were \$30,000,000 and the net earnings were \$18,000,000. Fifteen years after the last spike was driven in the road, and when the population of the district which was served was less than one-quarter what Mr. Fleming estimated would require to be there before the road would pay running expenses, there was a surplus from earnings of no less than \$5,750,000 available. And Sir, the gentlemen who then banked on Sir Sandford Fleming's statements, and the gentlemen who bank on his statements to-day, are doing so not because he is a director of the Canadian Pacific Railway, but because they think that the statements he makes harmonize with their own views, and support the policy which they have laid before the people of this country.

Sir, you remember that during the last session of this parliament appeal after appeal was made to Sir Wm. Van Horne, the president of the Canadian Pacific Railway, to induce him to take the chairmanship of the transportation commission. The announcement was made in the speech from the Throne that this complex and important question of transportation was to be referred to a commission. The government could not deal with it themselves, (they have since shown their incapacity to deal with