

of Toronto to Winnipeg, you find that the distance from Toronto to North Bay is 226 miles, and the distance from North Bay to Winnipeg is 1,060, or a total of 1,286 miles, as against 1,200 miles by the projected road. So that, making a fair allowance for deviations, the length of the new line will be substantially the same as that of the Canadian Pacific railway. Therefore, we have the city of Toronto placed in communication with the west by this system as directly as it is now by the Canadian Pacific railway. We have that competition and its increased facilities established. From the city of Montreal and from the city of Toronto the distances will be practically the same. So that we have these connections established on the most favorable terms.

#### The New Line and the Cattle Trade.

There is another line of trade to which just one word of reference may be made. It is the cattle trade. I want to call the attention of this House to a fact or two with which I think they are not acquainted, because they are not likely to have ever been brought to their attention. I want to call attention to the fact that one of the great industries of the Northwest Territories is grazing cattle, as contrasted with raising cattle. Last year we imported into the Northwest Territories no less than 50,000 head of what are called stockers, that is, young cattle, bought by the ranchers for the purpose of being finished and perfected for the English market. Where did they get them? They got 25,000 from the good province of Ontario, and our friend Mr. Crawford, the Conservative member for one of the Torontos in the provincial legislature says they have not at present facilities for sending their cattle to the Northwest, and he wants the Grand Trunk Pacific built so that they will have more facilities? Where did they get the rest? They got them from Mexico. Cannot the farmers of the province of Quebec and the maritime provinces raise cattle to supply the stock grazers on the Northwestern plains? Why, sir, it only needs to be stated for us to understand what a profitable business it would be for the farmers of the eastern provinces, who can raise cattle, but who are not able, on account of the want of pasture facilities, to finish them for the English market. Here we have 25,000 stockers

in one year coming from far away Mexico, because we have not the shipping facilities to take them from eastern Canada. Not only have we not the shipping facilities to take cattle in, but we have not the facilities to take the cattle out; for I find that Mr. J. T. Gordon, in an interview says that his firm had last year to ship no less than 3,000 head by an American line because they could not get facilities over the Canadian line. And the cattle business in the Northwest Territories is simply in its infancy. Last year we shipped out 42,000 head of cattle. That in itself is a pretty substantial business; but it is only a trifle as compared with what is coming. A necessary part of this business is the handling of stockers, and this is a business which the new road will do on an enormous scale, and in which it will be difficult for any other line to compete with it. It will pass through a northern country which will abound with cattle and through which they can be easily and favorably shipped. So we have in that business a large and important item, which will prove a great and substantial source of revenue to the new railway when it is constructed.

#### A Better Route Than the C. P. R.

I want to say a word or two in regard to the prospects of this enterprise from a financial standpoint; and I speak as one who has had a considerable personal knowledge of the development of the western country, and of the differences that have been produced in the financial conditions of the railway companies owing to that development. The net profits of the Canadian Pacific railway during the year ending the 30th of June, 1902, were \$14,085,000, and last year its net profits were \$15,000,000. The company have made of their railway enterprise a magnificent success, and if they were called upon to-morrow to incur the liability to pay back every cent of public subvention which they have received, and all the money which they have received for lands, notwithstanding that, the Canadian Pacific Railway company would be a good sound, and solvent concern. Compared with that enterprise, the route from Quebec to Winnipeg by the Grand Trunk Pacific railway is a better route. For perhaps one-half of the way there will be a considerable business, particularly in the line of timber, which will constantly contribute to its revenue. And throughout that district there are good