

inating British Columbia, then, the C.P.R. in 1881 began to open up territory 900 miles long and 300 miles wide—taking roughly the Saskatchewan valley as the northern frontier—with a population of 66,000, or one-fourth of a civilized person to the square mile. But in the Territories, or three-fourths of the prairie country, there was only one white person for every 35 square miles of cultivable land. It was not an inviting prospect for men of faint heart and little faith. The Canadian Pacific builders were of another sort. True the company was given an unprecedented stake in the possibilities of the west, but its early history was one of hard times, and for years was a load of care to those who had riveted to it all of their own fortunes and as much of the fortunes of other people as they could attract to their cause. That it is to-day an enterprise of which all Canadians are proud is gratifying alike to the Dominion and to the company.

Look at some facts that shine with Canadian Pacific history: Beginning with 1881, the growth of white population in 25 years has been as follows:

	1881	1906*
Manitoba.....	59,187	365,688
Saskatchewan and Alberta	6,974	257,763 Sask. 185,412 Alberta.
Total.....	66,161	808,863

A multiplication of twelve in twice as many years should satisfy the worst enemy of race suicide. Quite as illuminating as the growth of population are the immigration returns, which show that during the year ended June, 1896, the total immigration to Canada was 16,835, and in the year ended June, 1907, it was 256,000. But this century had come in before the immigration reached 50,000 in a year. In 1901-2 it was 67,379, and in 1902-3 it reached 128,364.

Equally illuminating is the growth of actual settlers located on free lands granted by the Dominion of Canada. Thirty years ago, or in 1877, 845 homestead entries were made, aggregating 135,200 acres (a homestead is 160 acres), but 54% of the entries were subsequently cancelled, the duties required under the Homestead Act not having been complied with and the land reverted to the Government. Five years later, in 1882, when the railway reached Brandon, the homestead entries were 7,483, representing 1,197,280 acres, with cancellations of 47%. Twenty years later, in 1902, the western country had passed the experimental stage, and the larger movement of settlers was in full swing. Then began what has often been called the "American invasion," and that year, in addition to hundreds of thousands of acres of land sold by land companies to actual settlers, 22,215 homestead entries, representing 3,554,400 acres have been made. The figures are as follows:

	Homestead Entries.	Average.
1903.....	32,682	5,229,120
1904.....	26,513	4,242,080
1905.....	34,645	5,643,200
1906.....	42,012	6,721,920
1907 (10 months).....	25,305	4,048,800

Up to the end of June, 1907, it may be conservatively estimated that over 30,000,000 acres of land have been granted by the Crown to legitimate settlers in Manitoba, Alberta and Saskatchewan. Add to this acreage the sales made by railway companies and land companies of approximately 20,000,000 acres, and it is not difficult to foresee that the Canadian West must soon become the bread basket for the world. The Surveyor-General of Canada estimates that in Saskatchewan and Alberta alone there is a total land area, after deducting 30,080,000 acres for water, of 324,125,440 acres, of which he says 106,240,000 acres are suitable for growing grain, the remainder being suitable for ranches and mixed farming. The influx of people and occupation of land have been coincident with railway expansion on the

prairie itself, to say nothing of what has been done elsewhere to serve the west. The Comptroller of Railway Statistics informs me that this year there are in Manitoba 2,823 miles of railway, and in Alberta and Saskatchewan 3,173, a total of 5,996, with hundreds of miles under construction.

The great expansion in immigration in 1902-3 was in a most remarkable degree coincident with the extension of the railway with which I am associated. The Canadian Northern claims no special credit for the phenomenal increase in immigration; but it cannot dispute the fact that the rapid development of the enterprise opened up a wide and fertile territory and made it possible for the great influx of new settlers to locate on free or cheap lands near to markets and general supplies.

I am not here to laud the particular enterprise to which I devote my working hours, or to defend it from criticism to which, in common with other systems, it is subjected. But as it is essentially a Canadian undertaking, projected and governed by typical Ontario men—may I localize it and say Toronto men—it is perhaps not unfitting that some note should be taken of what has actually been accomplished to meet such a situation as is embedded in the immigration and census figures I have just given. Besides enjoying the privilege, as I do, of being the first officer of the Company in the immediate charge of all its operations from the first day a wheel was turned I am able to speak from a personal knowledge of what has been done. I shall refer exclusively to the lines west of Lake Superior. Ten years ago, in 1897, we operated 100 miles of railway through a then unsettled country. Traffic was light and the train service limited. Our equipment consisted of three locomotives and some 80 cars all told, a working staff of less than 20 men altogether, and a pay-roll for the year under \$17,000. The gross revenue for the first year was under \$60,000, but it was more than sufficient to pay our debts. During that year we handled 25,700 tons of freight and carried 10,343 passengers. There is nothing particularly impressive in these figures. Today, or ten years afterwards, we are operating—or shall be, when, in a week or two, the last rails are laid on the Brandon-Regina line—3,345 miles. We have an equipment of 237 locomotives; 219 passenger cars, including 35 sleeping and dining cars; and about 8,500 freight cars of all kinds. These figures, of course, do not include the large number of locomotives and cars ordered and now in course of construction by the builders. The 20 men of 1897 have become 10,700 in 1907, with a pay-roll of over \$5,000,000 a year. And these figures do not include the large construction forces which at times run into thousands of men. The gross earnings are now on a basis of over \$10,000,000 a year; the freight handled for the past fiscal year was 1,822,220 tons; and we carried 703,988 passengers. We are accepting freight and passengers for 411 different points west of Port Arthur. If I were dealing with eastern as well as western lines I could tell you that the Canadian Northern has become the second largest railway in Canada. Only a chastened humility prevents me enlarging upon the fact that with 2,990 miles in the west actually in operation, 150 in Ontario, 531 in Quebec, and 431 in Nova Scotia, we have in all 4,059 miles in Canada, whereas the Grand Trunk Ry. has in the Dominion 3,829 miles. I will leave the comparison at that.

To me, however, the most fascinating result of the past ten years of western development is that the Canadian Northern system is responsible for the creation of over 150 townsites, of which at least 125 have been named by our officers and at least 70,000 persons (exclusive of Winnipeg and other large centres) have found homes tributary to that railway. I think it is reasonable to estimate

that at least one-third of the growth of Winnipeg in this century is directly due to the business opened up by the Canadian Northern. Let me repeat, we claim no special credit for that. But even railway men are not devoid of the instincts of citizenship and may be allowed to reflect without boasting that they have inaugurated communities wherein the institutions of a free, strong and intelligent people may mature.

The railways which connect Winnipeg with populous Eastern Canada are western lines, inasmuch as without them the west could not be served. They bind the east to the west and the west to the east as nothing else could. They are the abiding symbol of Canadian nationality, and, as they increase in number, they make the nationality the more abiding also. Geography has been liberal to us. It has laid a leviathan responsibility upon our shoulders. The lakes are the friend of the west in summer, but steel is its defence against the rigors of winter. The railways are more vital to the national prosperity than water; for rails can do without the help of navigation, but navigation, of itself, would be helpless against the forces that tend to an identity of interest between the Western United States and the Western Provinces.

The function of railway transportation in the west, then, is to keep open communication with the east. On purely commercial grounds, it is infinitely more important to the east than to the west that it should be so. May we not say that that is true, also, as a matter of sentiment? It is not necessary to argue that the present day prosperity of Eastern Canada is the fruit of transportation in the west. It is conceded, on the one hand, that the rural population of Ontario has declined. On the other hand the manufacturing population of Ontario has enlarged out of all proportion to the increase of Ontario's demand for Ontario-made goods; while the Winnipeg warehouses of eastern manufacturers tell an eloquent story of the origin of modern Canadian growth and pay tribute in the fullest sense to the wisdom of the rail connection with the east. The supreme importance, then, of transportation to this aspect of our national growth is too obvious to be recounted.

If it is true that for Canadian solidarity there must be more and still more communication to and from the west, the principle is equally important imperially. Around this board you habituate yourselves to think imperially. I venture to suggest to you that in the wise elucidation of transportation problems lies the premier aid to strengthening the ties that hold a loosely-compacted body politic together. While statesmen have discussed closer union by half-a-dozen means, the railways of Canada have opened up new country with which, within a decade, has afforded homes and new prospects to 400,000 British-born people, whose experience has doubly enriched the Empire through its reflex action upon the friends they left behind. There is room for millions more, thanks to the same pioneering agencies. It is not necessary to discuss the wisdom of "pumping them in" before you discern the immense worth, to the Empire as a whole, of the access that has been afforded the resources of the Dominion by the railways of the Dominion.

In the United Kingdom a great deal has been said of late years about the extreme need of having capable business men in public administrative positions. It would be impossible, I suppose, to run the Empire on the principle of strict accountability which governs transportation management. But, if governments made as good a job of dealing with new conditions as, on the whole, the railways do, I venture to believe there would be less complaining in the land, and fewer thorny and perplexing problems for members of empire clubs to ponder. The statesmen have the advantage of us every