

may sweep away your track. You cannot expect to receive any advantage from the trade with China and Japan. You cannot expect any great local traffic from 200,000 people—although I admit, as he must have admitted, that the amount of produce awaiting transshipment in that country now is considerable, and would go a long way towards furnishing traffic for the railway. He says: You cannot expect very much from that small population, when the Northern Pacific, with a tributary population of 2,000,000, has yet hardly attained a sound financial position. He further minimises, as I understood him, the earnings of the road, and pointedly called attention to the fact that the lands are practically unsaleable. If the hon. gentleman has no particular object in decrying this land, it is unfortunate that he should have done so, as the tendency is to defeat the object the Government had in view in introducing the resolutions, and to defeat the successful floating of the scheme which the company have asked the Government to sanction. Now, if a wrong route was taken, as the hon. gentleman says, it may not be too late to make a change. He did not propose to make a change. The grades and curves may be amended and, as I shall show, they have been amended in the case of another railway. Does he propose that the grades and curves should be ameliorated? Not at all. Does he propose any change in location which shall avoid the risk of snow slides? Not at all. Does he propose to take any steps to increase the possible trade that may be derived from China and Japan? Not at all. Does he propose to assist in securing a large number of emigrants? Not that I heard. Nor does he propose, by anything I heard him say, to assist in enhancing the value of the land which the company has to sell. *Cui bono* then this old and much abused reference to the disadvantages under which it is said this company labor? It certainly did no good for the purposes of the hon. gentleman's argument; it was outside the general scope of his argument, and so far as it has any effect, it will be disastrous upon the financial standing of the company. But, Sir, what is the fact with regard to this matter? Was the wrong route taken? It would be admitted at once that at least 100 miles in distance was saved by the route adopted, over the route by the Yellow Head Pass. That of itself is a very important matter. As to the land, the hon. gentleman would admit, I presume, that considering the climate the farther south the road goes, everything else being equal, the more valuable would be the land; and we have the testimony of the hon. member for East York (Mr. Mackenzie) that, far from the land on the route of the existing railway being poor, it is good land; and I had supposed for the past few months that that testimony had settled the pretensions of the hon. gentlemen opposite with respect to the land along this railway. Then I have already mentioned that small as the population in the North-West is, the quantity of grain raised there last year, and which has been and is being shipped, is very considerable, and is so great that it goes far towards furnishing business to the railway, and certainly gives promise, at an early day, of a traffic so large as to make the railway profitable. But the hon. gentleman says, that the Northern Pacific has a tributary population of 2,000,000, and I noticed that he included in that population the State of Minnesota. Now, Sir, I beg to inform you that the State of Minnesota is not in any appreciable degree tributary to the business of the Northern Pacific. The State of Minnesota furnishes business to the St. Paul, Minneapolis and Manitoba Railway, and to those several lines of railway which, starting from Chicago, centre in St. Paul, Minneapolis and other cities of Minnesota. But with respect of the line to Duluth, the Northern Pacific, does not derive any considerable part of its business from the State of Minnesota. These remarks would apply with almost equal force to a considerable portion of the State of Dakota. After you go west of Dakota the popula-

tion is very sparse, nearly as sparse as the population of our own North-West, and it is a population which, man for man, furnishes less railway traffic than the population of our own North-West. Then I was surprised to hear the hon. gentleman say that so large an extent of country as to contain 2,000,000 of a population is tributary to the Northern Pacific. Why, Sir, in the same sense in which this large extent of country which he mentioned is tributary to the Northern Pacific, the Saskatchewan country, the country about Edmonton, Prince Albert and Battleford, and the southern portion of Manitoba, would be equally tributary to the Canadian Pacific Railway. It is tributary in the sense that branches leading from those more distant portions of the country will eventually bring the traffic to the main line of the Canadian Pacific Railway. Sir, with reference to the earnings of the road, it is only necessary to refer to the fact that in the last full year of the operations of the company, as established by their own books, and as set forth in Mr. Miall's statement, the net earnings were \$1,191,891. Then there is the point of rapid construction having involved excessive cost, which is a favorite point with the hon. gentleman, and that is one of the reasons he always gives why it has taken so much money to construct the Canadian Pacific Railway. Upon that point I, for a moment, propose to take issue. I will admit that under ordinary circumstances excessive haste means excessive cost, but under the circumstances in which that railway has been constructed, considering the remarkably cheap rails that have been used, the saving of interest that has been effected, and the saving in engineering and other expenses, I believe these savings will amount to more than the increased cost from the increased wages that have to be paid, as a rule, where large numbers of men are required on short notice. Then, with reference to the matter of grades and curves, the hon. gentleman says that the Union Pacific is to be the standard. Well, that was never my understanding, except in the sense that the Central Pacific formed part of the Union Pacific. Why, Sir, there is no such road as the Central Pacific except as a portion of the consolidated road. The whole road is known as the Union Pacific, and is so understood among the people of all the western towns and cities. If you were to say to a man: By what route are you going to San Francisco? he would tell you, by the Union Pacific; not by the Central Pacific and Union Pacific, or by the Northern Pacific and the Southern Pacific. What would be the sense of taking for our Canadian Pacific Railway the standard of a line which does not pass through a mountainous country at all, which does not pass through a country in any respect analogous to that the hon. gentleman has characterised as a sea of mountains.

Mr. BLAKE. By the Yellow Head Pass.

Mr. IVES. I do not mean to say there are no mountains within sight of any portion of the Union Pacific line; but I mean to say that, comparatively speaking, as compared with the sea of mountains which the hon. gentleman delights to refer to, as compared with British Columbia, whether by the Yellow Head Pass or the Kicking Horse Pass, the Union Pacific—what was formerly known as the Union Pacific—is a comparatively level and easy road. The Central Pacific, however, passes over a difficult country, and has a maximum grade of 116 feet to the mile and a maximum curve of 11 degrees. I am sorry for the hon. gentleman's authority that he read to-day from Washington, on account of the trouble which he and the member for North Norfolk took to obtain it, that a change should have been made in the grades of the Union Pacific since the contract was entered into between the Government and the Canadian Pacific Railway Company. All railway men know, and the hon. gentleman can get the information without going so far as Washington, that mouths since the Union Pacific was selected by the Govern-