

SPEECH OF MR. GLEN, M. P.

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MR. SPEAKER: Although a new member of the House, I cannot allow this discussion to close without entering my protest against the confirmation of the contract for the construction of the Canada Pacific Railway, now upon the table—believing as I do that its confirmation will seriously impede the development and settlement of the North-West Territories, and that the contract grants privileges and exemptions which will tend to destroy the peace, well-being, and prosperity of those who may settle in that vast region. I assume, Sir, that the statements made by the Honorable Minister of Railways, and the Right Honorable leader of the Government, as to the character and quantity of the agricultural lands of the North-West are correct. I also assume that the Right Honorable leader of the Government was justified in giving his official sanction to the land regulations issued during the year 1879, fixing the price of the lands lying near the line of the proposed railway at five dollars per acre. If the Right Honorable gentleman was justified in demanding from new settlers five dollars an acre for the lands, prior to the construction of the railway, it is the best possible evidence we can have that these lands are of very great value for agricultural purposes or, in other words, agricultural lands of a very high order, and of very great commercial value, provided the produce of these lands can be transported to market upon such terms as to secure to the producers a fair and just reward for their labor and capital. The cost of railway transportation is of *vital* importance to those who intend to settle in the North-West territories. The commercial value of the land for settlement is wholly and entirely dependent upon the cost of transporting agricultural products from the North-West to Liverpool, which is the ultimate market for the surplus of this continent. If the cost of transporting a bushel of wheat from Winnipeg to Liverpool had been as much in 1880 as it was in 1873, wheat could not have been profitably grown in the North-West territories, and, therefore, the commercial value of the land in 1880 would not have been greater than in 1873. Since 1873, however, a great revolution has taken place in the cost of building railways, the cost of maintaining the road-bed, in the cost of operating railways, and in the value of money. Such a reduction has been made, that, commercially speaking, so far as distance is concerned, Winnipeg is nearer Liverpool to-day than Chicago was in 1873. In 1873, the average cost for moving a ton of freight 100 miles by the Boston and Albany, New York Central, New York and Erie, Pennsylvania Central, Pittsburgh Fort Mayne and Chicago, Lake Shore and Michigan Southern, Michigan