

and that during January and February of this year (1908) there has been an increase of 61 per cent over the immigration in January and February of the year 1907.

It is reliably figured that the lands in the provinces of Manitoba, Alberta and Saskatchewan which are not yet tilled, will when brought under cultivation result in the reaping of the harvest of almost inconceivable magnitude; that if we take the grain land which as yet is not settled and if we figure that on the basis of it producing only one half of what the present cultivated acreage does, even on that basis there will be 2,000,000,000 bushels of grain raised in the three new west provinces. It is therefore no exaggeration to say that the outlook in that country is very bright, and that for the moment we are justified in passing on to this very urgent matter of attempting to solve the great transportation problem in preference to taking up the subject which the hon. member for Jacques Cartier (Mr. Monk) wished to discuss this afternoon. I might also remind my hon. friends on both sides of the House that the facilities for handling the grain in the way of transportation accommodation are very little better than they were twenty-three years ago when the last spike was driven on the Canadian Pacific Railway. I fail to see how any hon. gentlemen on either side of the House can say that the government is going too fast, as they sometimes say when they talk about the construction of the Grand Trunk Pacific. These hon. gentlemen may express themselves similarly with regard to this proposition that I have the honour to bring before the House this afternoon, and they may say that Canada can afford to go slowly, but I say that in view of the fact that we have very little more facilities for transportation than we had twenty-five years ago, the criticism is, in all fairness and justice, not properly advanced that the government of Canada has gone too fast in making provision along the line of transportation facilities. It comes to this, that with regard to the production of grain just as with regard to the production of any other staple you may have for the world's market, if you cannot find a reasonable and convenient market for the thing you are producing the rules of trade and commerce very soon cause the production to cease. You cannot for ever expect farmers in the Northwest to be producing grain they cannot sell. You cannot expect they will go on producing that for which they cannot find a ready market any more than you can expect the man who runs a factory to keep on producing goods when he is not able to find a convenient market for the product of his factory. And with regard to the Northwest Territories, Providence has cast our lot along agricultural lines just as in Ontario, to a very large extent, the lot of that province is cast along

manufacturing lines. The wealth of Ontario is largely bound up in the great cities where the manufacturing industries are centralized, while just as truly are our lines cast for us along agricultural pursuits. That is so ordained by nature and it is only by developing our resources along that natural line that we will be able to attain the true destiny for which the great fertile prairies were created. After all, without the slightest comparison that may be odious, I leave it to any hon. gentleman present if it is not a fair proposition to make, that if there must be any industry encouraged first in the Dominion of Canada, we first should encourage the agricultural industry. I recall reading in a recent life of Peel that he said: We would no doubt rather have corn fields than cotton factories; we no doubt would rather have an agricultural population than a population engaged in manufacturing industries, but Providence has decreed otherwise and statesmen are powerless to prevail against it. So I may say with regard to the Northwest Territories, that it is always going to be for the blessing of Canada that Providence has ordained that that country shall be a great agricultural country and the supporter of a great agricultural population which in morals, in intelligence, in industry, and in every desirable feature you like to speak of, is always recognized throughout the world as the best and most desirable population that any nation may aspire to possess. And, when we speak about solving the problem of the agricultural community the words can scarcely be out of our mouth before we learn that it is the transportation problem we have to solve, and that when we talk about agricultural problems in that country of great distance it amounts to the same thing as referring to the transportation problem. I must remark here that I read, very carefully the platform of the leader of the opposition announced in the city of Halifax, and it was with regret I found that for us in the west he had no utterance to make with regard to how we were going to solve that great problem. I should have been very pleased had he on that occasion taken hold of the great national question of the Hudson Bay Railway, or the great national question of transportation for the movement of our grain in the west, and if he had presented to us in definite words that we could have understood some solution by which he thought we could address ourselves to the carrying out of this great task which lies upon us as a nation. I say it was with regret, that in the platform of the leader of the opposition announced in the city of Halifax, I was not able to find any treatment of this important subject.

Mr. R. L. BORDEN. I would ask my hon. friend whether he has found out what