

establish themselves into local improvement districts or not. Again, you have the question of roads. The people in the south for years have preferred to pay their taxes direct to the legislative assembly. It is in a ranching country. It differs largely from the north in that respect, and these taxes are paid into the legislative assembly in the hope of again being paid out for the inspection of stock and in other ways. The local improvement districts established in that country, I say, prove nothing.

Let us look at some further figures and we will discover where the bulk of population is and where the settlement is going. Take the receipts of the railway company north of township 38 and south of township 38; take them at Strathcona which would include Edmonton and you will see what part of the country has been increasing in the greatest ratio. At Strathcona, which includes all goods that go to Edmonton, the increase in 1904 over 1903 of goods received was 20 per cent, and of goods forwarded 10 per cent. On the McLeod branch which is in the southern part, the increase of 1904 over 1903, in goods received is 75 per cent, and in goods forwarded 30 per cent. These figures will be gone into in detail before this discussion is over. The tonnage receipts and the passenger receipts tell the same story; south of township 38 the passenger and tonnage receipts per mile are double what they are north of township 38. This indicates where the people are and where the business is being done. When the Prime Minister was speaking about the number of post offices, I wonder if he and his friends considered the revenue from these post offices. For instance, for the year ending June, 1904, the post office revenue in Calgary was \$28,638, and in Edmonton \$13,104. Take similar statistics all along the line south of the main line of the Canadian Pacific Railway, and you will find the southern country has increased in far greater proportion than the north. I think it is a fair argument to say that you will usually find the most people around where you will find the most business being done, and on the 6th of February last, I moved for a return which was brought down showing the customs and inland revenue receipts at the different offices in the Territories for 10 years past. It will be necessary for me to mention only the figures for the last three or four years. At Edmonton, which includes Strathcona for this purpose, I find that the increase in customs receipts for 1903 over 1902 was about \$25,000, while at Calgary the increase for the same period was over \$50,000. At Medicine Hat which is in the south the increase for 1902 over 1901 in customs revenue was about \$22,000. At Lethbridge which is also in the south the customs receipts were in 1901, \$21,716.19; in 1902, \$28,105.73; in 1903, \$36,930.20. From all sources the customs figures for the south

show in the last few years a larger proportionate increase than in the north. The same story is told by the Inland Revenue returns. The recapitulation at the end of this return to the House shows the following: Edmonton, (receipts) \$103,034; Calgary, (receipts) \$410,116; Lethbridge, (receipts) \$42,162; McLeod, (receipts) \$4,791. This shows in what part of the country the business is being done and where the people are going. Another fair argument is that in the part of the country where there are railways constructed you will usually find the greatest actual settlement. If we take township 38 as the dividing line again, it will be found that north of township 38 there are constructed only 150 miles of railway and part of that is but graded and not in operation. On the other hand south of township 38 there are 994 miles of railway in operation, so that I think it is a fair argument to say that you will find the actual settlement greatest in that part of any country where there is the largest railway mileage. You will not find a sufficient population to give 13 or 14 representatives in a country where you have less than 150 miles of railway in operation. Even if you give them the benefit of their expectations, and if you build the Canadian Northern from the longitude of Maple Creek to Edmonton for 200 miles and the Grand Trunk Pacific for 240 miles, and other proposed railways say 240 miles; and add on the 150 miles already constructed, the total mileage in the south will be only 830 miles. A comparison of the number of chartered banks north and south of township 38 will tell the same story: All the statistics simply corroborate the statement I have made, and prove that the division of that country on the lines laid down by the legislative assembly would be absolutely fair. Let us take these 11 seats south and 11 seats north for a further comparison. I am leaving out the constituencies of Athabaska, Peace River, and Red Deer which is in the middle and which can be added to either the north or the south. But take the 11 seats south of township 38 and the 11 seats immediately north, and it will be found that there are required 1,415 names on the voters' lists for every constituency in the south, whereas in the north there are only required 1,114 names, showing a discrimination against the south of 201 voters for each constituency. I have stated to the Prime Minister that my figures do not agree with the figures he gave as to the number of votes cast and the number of voters names on the lists, and I will show where they vary. I have the figures worked out here according to the polling subdivisions, and I wish the right hon. gentleman would point to any constituency in which he thinks the vote is over estimated or under estimated. In Medicine Hat the number of votes polled was 1,168 and the number of names on the list 1,650.