

have had two provinces that for size, fertility, and undoubted possibilities would be unparalleled in the world. I believe it was coming to Manitoba and I would like to take up a little time to-night in telling you why I believe it was coming to Manitoba. Some hon. gentlemen have compared Manitoba to a postage stamp. Well, what is a postage stamp? A postage stamp occupies a very small space on the corner of a letter, but it is the postage stamp that makes the letter go. There is no question about that. I can prove beyond a doubt that Manitoba has made that great western country go. It has been the port of entry and it has been the experimental farm for the whole Northwest. I see upon the other side of the House the hon. member for Winnipeg (Mr. Bole), and if I am not mistaken he will bear out what I have to say. I claim that the Dominion of Canada had the right to extend the borders of Manitoba, and being from Manitoba and being particularly interested in that country which has been my home for about 22 years, I am sure hon. members of the House will excuse me if I try to prove why we should have our territory extended westward. As I said before, it has been the great experimental farm. Twenty-five years ago our hon. friends opposite did not have very much use for Manitoba and the west. They absolutely opposed any expenditure of money in that country. They opposed to the hilt the building of the Canadian Pacific Railway. I assure you, Sir, that the Canadian Pacific Railway has done great things for that country notwithstanding the fact that freights were high in those early times. Perhaps they had to be high because the country was sparsely settled and they had to go all around the north shore of Lake Superior before they reached a country that would give them any business. I would like to call the attention of the House, because I am exceedingly anxious to prove what I say, to the opinions expressed in former times by leaders of the Liberal party as to the value of that country. It was only the untiring energy of men like Sir Charles Tupper who never gave up, that carried through the great project of the building of the Canadian Pacific Railway. We heard the hon. Minister of Customs (Mr. Paterson) in loud tones the other night announce the prosperity of this country, but I say, without fear of contradiction in this House, that if that western country is prosperous to-day it is due to the Liberal-Conservative party. When these hon. gentlemen talk about the prosperity of the country it reminds me very much of the time when we were boys on the farm. One boy would crawl under the barn and the other would go and find a hen's nest. When he had found the hen's nest we would run to our mother and say: Look at the hen's nest we have found. The boy who had crawled under the barn and had nothing to do with the finding of the hen's nest would claim the right to share the credit.

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While the Liberal-Conservative party were building up that country the Liberals were under the barn. The Liberal-Conservative party were laying the foundation of that prosperity. The hon. gentleman who spoke last (Mr. Crawford) told us that the government had sold 250,000 acres. He said that they sold 250,000 acres of our best land at \$1 an acre, their view apparently being that land is not worth now any more than it was at the time the Canadian Pacific Railway was built. That land to-day cannot be bought for less than \$10 an acre. But what position did the leaders of these hon. gentlemen take when Sir Charles Tupper was trying to put through this road? Did Mr. Blake or Mr. Mackenzie give him any encouragement? As you know the Canadian Pacific Railway were to receive 20,000 acres of land per mile. Mr. Blake, as reported in 'Hansard' of 1875, page 541, said:

With reference to the 20,000 acres of land subsidy, the hon. member for Cumberland calculates it at \$2 an acre. I do not believe the House will accept that calculation. I am quite sure if the hon. gentleman proposed that a negotiation be entered into with the contractor for the release of that land, he would find him quite willing to get rid of it at a much less rate than he has valued the land at. It is an entirely absurd calculation to say that these 1,700,000 acres are worth \$2 an acre to this country. Even valuing them at \$1 would be in my judgment an excessive valuation.

That is what the Liberals thought our great western country was worth when Sir Charles Tupper was trying to build the Canadian Pacific Railway. Mr. Mackenzie said:

My right hon. friend said: You are going to give 50,000,000 acres of land. Mr. Mackenzie said: Yes, only I do not place their value at \$5 per acre. I wish I could say they were worth \$1 per acre.

In reply to this Sir Charles Tupper said:

Whatever value may be obtained for them over one dollar per acre, and I hope it will be greatly over that rate, will be obtained not in their present position, but in consequence of the construction of the Canadian Pacific Railway.

Then they were not satisfied with that. They proceeded to the consideration of the question as to what would be the position of the road when it was completed. You know the old expressions which were used in connection with the road by the Liberals of that day. Mr. Mackenzie said:

Then comes the consideration of what would be the position of the road after it was completed, suppose we were able to fill the obligation which hon. gentlemen opposite undertook and suppose we finish it in seven years, we have Mr. Fleming's authority, and I think he is very much within the bounds, that until 3,000,000 are drawn into that uninhabited country it is quite impossible to expect the road to pay its running expenses.

That is what they said. They said it would not pay for the axle grease. I say