

46 p.

This pamphlet is intended to answer the question, "Why was the Grand Trunk Pacific Railway projected and aided?" and to prove that the opposition to it is confined to a comparatively small section.

## THE AGREEMENT.

The title of the Act authorizing the construction of this road is "The National Transcontinental Railway Act." It passed Parliament on October 24th, 1903, and was based on the agreement entered into between the Government and certain gentlemen representing the company to be incorporated, and represented, also, the old Grand Trunk Railway Company. Those who signed were: Sir Charles R. Wilson, (President of the old Grand Trunk Railway); the Right Hon. Lord Welby, C.C.B.; John A. Clutton-Brock; Joseph Price; Alfred W. Smithers; Charles M. Hays; Frank W. Morse; William Wainwright and John Bell.

These gentlemen were men of the highest character, and of large financial responsibilities. They represented the executive force, without which no great undertaking could be carried through. The date of the agreement with these gentlemen was July 29th, 1903.

The terms of that agreement provided that the company should construct a line of railway on Canadian territory, from the Atlantic to the Pacific Ocean, the longest and probably the greatest of any of the great railway undertakings in the world. In consequence of the growth in population, and rapid development of the production and trade of Canada, especially western Canada, and with a view to opening up new territory available for settlement in both the eastern provinces and in the expansive west, it was thought by the Government that the time had arrived for the construction of a second transcontinental railway in Canada. The Government felt it to be their duty to respond to the demand for greater accommodation and transportation facilities. As a fundamental basis of their policy, the Government determined that the road would be a common highway across the Dominion of Canada, from ocean to ocean, and wholly within Canadian territory, feeding and building up Canadian ports.

The Act first ratifies the agreement referred to above, so that it will be useful here to describe the terms of the agreement. It begins by reciting the enormous and rapid development of the Dominion, especially Western Canada, and alludes to the rapidly expanding trade of the Dominion of Canada. It is declared to be in the interest of Canada that a line of railway, designed to secure the most direct and economical interchange of traffic between Eastern Canada and the provinces and territories west of the great lakes, to open up and develop the northern zone of the Dominion, to promote the internal and foreign trade of Canada, and to develop commerce through Canadian ports, should be constructed.

The agreement then sets forth what shall be constructed, viz: "A through line of railway of a standard gauge, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific Ocean, at or near