

EVIDENCES OF PUBLIC OPINION.

In speaking of the Grand Trunk Pacific Railway project, the first question asked was, what was the necessity of this road? When that position was found to be untenable, the opponents of the project then took the ground that it should wait, and that there should be all sorts of investigations held to determine whether the road should be built, and where, and, finally, they took the stand that a large and important project like this should be submitted to the judgment of the people. The different policies of the Opposition in Parliament are discussed elsewhere, but their first impulse seems to have been simply to oppose the question, and advise delay.

Now, as to the necessity of the road. It seems almost absurd to answer this, because, outside of politics, every man you meet will admit that there is room for another transcontinental railway, that the time is ripe for it, and the necessity is pressing. The transportation problem closely affects two large classes of the community. In fact, in this country there are almost no other classes than farmers and business men. Both of these classes have repeatedly urged the construction of a second transcontinental railway. The Boards of Trade in the various cities of the country must be taken to represent the business men of the community. The business men form the Boards of Trade. They meet and express opinions by adopting resolutions which are forwarded to the members of Parliament and members of the Government.

BOARDS OF TRADE.

The St. John, N.B., Board of Trade passed a resolution pointing out the inability of the present railway system to move the enormous and rapidly increasing crops of the Northwest, and that the rapid influx of settlers into that country would amply justify the Government in building a road, and the Board favoured the northerly route from Quebec to Port Simpson.

The Halifax Board of Trade passed the following resolution:

Whereas, as the transportation facilities of any country are a most important factor in the development of its industries and commerce; and whereas, the Halifax Board of Trade is of the opinion that the time has arrived when another Canadian transcontinental railway should be constructed, and whereas, a line from Quebec north of Lake Winnipeg to Port Simpson, would open up an immense area of fertile lands in the Northwest province, the shortest route from the Atlantic to the Pacific entirely on Canadian territory, and serve the best interests of the Empire from a military standpoint, and whereas, the route proposed between Quebec and Port Simpson should serve the interests of the Maritime Provinces better than any other established or projected route; therefore, resolved, that the Federal Government be asked to aid in the construction of such a line, enforcing stringent conditions that will ensure the entire traffic through Canadian ports, both summer and winter.

The Halifax Board of Trade, on July 23rd, 1903, adopted another resolution, expressly naming the Grand Trunk Pacific Railway scheme, the concluding paragraph of which read as follows:

This Board is also of the opinion that the building of the shortest possible line through Canadian territory, from Quebec to Moncton, would be of immense advantage