

I need not continue the quotation, because what follows is simply an amplification of this sentence.

To recapitulate what I have stated on this subject :

It is established that the railway can be easily built across the Rocky mountains by way of the Pine river or the Peace river.

It is established that along these rivers will be found rich prairies equal in fertility to the best land along the Saskatchewan river and the Red river.

It is established that the railway built by way of either the Pine river or the Peace river would place us in communication with the famous Omineca district, famous for its gold mines, which to-day are idle because it is impossible for the miner to get access to them with his tools and provisions, but which probably, the moment we secure access to them, will become valuable and develop into another Klondike.

It is established that the region between Winnipeg and Quebec is a fertile clay belt, rich in good land, rich in timber, rich in water-powers, rich in all those resources which go to make a fine agricultural and industrial country. In fact, it is only within the last four weeks that an important authority on the lumber trade, the 'Lumberman' of Chicago, stated that this section of country would become the source of supply for the future wood-pulp and paper industry of the world.

Such being the facts, what is the conclusion to be drawn from them? The conclusion seems to be obvious and imperative: That is, that we must at once provide for a railway to tap these rich and fertile territories. I will not dwell upon facts which are well known and patent to everybody. Our fertile prairies are becoming settled, and are going forward by leaps and bounds. Thousands and hundreds of thousands of immigrants are coming in every year. For one, two, three generations, at least, and perhaps more, these new settlers will grow cereals, and probably nothing else. They will have need of everything that is required by civilized men. They will have need of clothing, furniture and every other kind of manufacture. Then, Sir, what shall we do? Shall we allow them to be supplied by our American neighbours, or shall we provide a railway which will enable our manufacturers in Ontario and Quebec to supply them with what they shall require? There is one thing above all which will be their chief need, and that is lumber. They must have lumber for their houses, their barns, their stables, and all their buildings. Where are they to get it? Not from the section of country where they live and work, for the lumber is not there.

But luckily for us, the other sections of the road, the section between Moncton and Quebec and the section across the Rocky mountains, are rich in lumber of every kind; and the moment the road is open there will be established at once an important trade

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between all the sections covered by the railway. Nor is that all. There is another branch of trade which seems to be forgotten or passed over at present, but which is also of the greatest importance. I refer to the cattle trade. I need hardly tell you, Sir, that the foothills of the Rockies are perhaps to-day the best grazing lands under the sun, and the herds of domestic cattle in those grazing districts are becoming as numerous as were the buffaloes of old. The breeders must find an exit to the ocean. This new line, by its shortness, directness and climatic conditions is an ideal line for the cattle trade. The shipper, when he lands his cattle at Quebec, St. John or Halifax, will have them in the ideal condition of being able to set at once to sea without any loss of weight.

There is another consideration, in some respects even more important, and that is the trade of the Orient. All nations at this moment are competing for the trade of Japan and China, and there is no nation so well situated as Canada to capture that trade. Take a look at the map, and you will find that the route from Europe to the Canadian harbours is the shortest of any of the routes available to European merchants. Take the route which will be opened by this new railway, and you will find that it is the shortest of all the lines across the American continent. Again look at the map and you will find that the route from Port Simpson to the coast of Japan is the shortest of all the routes to that country from the American continent. All these considerations led us to the conclusion that it is our imperative duty not to wait until to-morrow, but to provide at once for the building of such a railway as I have indicated, if it is possible for us to obtain it on reasonable conditions.

It now becomes my duty to lay before the House the conditions on which we are to have this railway built; and, unless I am greatly mistaken, they will astonish friend and foe by their superior excellence. I shall have the honour, before resuming my seat, to lay on the Table a contract entered into between

His Majesty the King, acting in respect of the Dominion of Canada, and herein represented and acting by the Honourable William S. Fielding, acting Minister of Railways and Canals, of the first part; and Sir Charles Rivers-Wilson, C.B., G.C.M.G.; the Rt. Hon. Lord Welby, G.C.B.; John A. Clutton-Brock, Joseph Price, Alfred W. Smithers, all of the city of London, England; Charles M. Hays, Frank W. Morse and William Wainwright, all of the city of Montreal, in the Dominion of Canada; and John Bell, of the city of Belleville, in the said Dominion, representing herein and acting on behalf of the Grand Trunk Pacific Railway Company, a company to be incorporated by Act of the parliament of Canada at the present session thereof.

I may say at once that one of the first sections of this contract is to provide that the capital stock of the Grand Trunk Pacific