

Country have watched the operation with a great deal of interest, and, as from time to time facilities have been afforded, we have had delegations from the other side of the water coming across the Atlantic, passing over our lines of railway—though the Canadian Pacific Railway was not quite finished—going up to Winnipeg, and so west, in order to see what our prairies were like, and what the prospects were for the people of Great Britain who might seek homes in that distant country. We have had their reports spread abroad through the world, published in the newspapers of England and on the platform, and in a thousand ways, showing that by the building of the Canadian Pacific Railway the prairies of the west have become known to those people, and from that we have already received a large increase of population, as in the future we shall receive a much larger one when it is fully established that that country is under the protection of a Government which is able to save the people from danger should trouble or warfare arise. This railway has made it possible for the prairies to be occupied by our people; it has made it possible for them to raise their grain, to raise that which the soil will produce, and to find an easy mode of conveying it to the markets of the world. Large quantities of grain have already, I believe, been brought to this section of Canada from the North-West. I am not quite sure, but I think that cargoes of grain have been shipped to the other side of the Atlantic—grain which has been grown upon the soil of our country. The construction of this railway and the peopling of this country will enable immense quantities of grain to be raised there, and the time is not far distant when we will be known on the other side of the Atlantic as the granary, or at least as one of the granaries of the world. That which is true in reference to Confederation having accomplished a union of the people of the different old Provinces, will be equally true in reference to the western country. The manufacturers of the upper Provinces have been enabled to find customers for their products in the lower Provinces, and the people in the lower Provinces have been enabled to find customers for the product of their mines, their fisheries and their other establishments in the western country. There has been an interchange of commodities between the two sections of the country, and I believe, that when we have this line fully established, when we have the people out there increasing in numbers and in wealth, we shall have a country where the products of our eastern districts may find a market, and thus give employment and add to the wealth of those who are engaged in industries in the eastern section of our country. This line of railway which has been constructed in the interests of the people of this Dominion seems to be more important than merely a local railway, that is, local as far as the Dominion itself is concerned. I believe I am correct when I say that the late Government of Great Britain recognised its importance by making a public declaration of its determination to make this railway an Imperial route to the East. This, Sir, is more important than may appear upon the reading of a paragraph of that kind. It is important because, if the Imperial authorities are going to use that route, the people in Great Britain will learn to use it also, and I believe that the time is not distant when we will find the products of Asia moving across the Pacific Ocean to British Columbia, thence over our great Canadian railway, finding vessels on the Atlantic coast to carry the products of the far East to its final destination in the Mother Country. The Queen herself has seen the importance of this railway. She has sent us her congratulations on its completion. Her Majesty has seen the importance of the railway, and to such an extent that she has done honor to the president of the railway company by conferring upon him an honor which is only conferred upon gentlemen for great services. The original charter for the building of the great Canadian Pacific Railway, if I am correctly informed,

contemplated that the road should be built from Callander to British Columbia—that was the whole extent of it. It has, however, been constructed much further, and to-day, on the same line of railway, controlled by the same people, freight may be carried from British Columbia down to the ports of Montreal and Quebec, where it can find shipment for distant countries. This is something beyond what was originally intended; but this Parliament has even gone farther than that; this Parliament, by vote in the last two Sessions, has made a grant which will enable a short line of railway to be constructed to take up the freight where it is left at Montreal and carry it down to the ports of St. Andrews, St. John, and Halifax, from which, in the winter time, these articles of produce of the west can be shipped to their destination. I feel particularly interested in this movement, Sir. The city of St. John is a portion of the constituency that I represent, and I am desirous that the time shall not be long postponed when we shall be able, in that city, so distant from the west, to have erected the wharves and the elevators which will enable us to take at that port the produce of the west and ship it in the winter time to the Mother Country and to other lands. I trust, Sir, that this will be accomplished before many years go over our heads. There is one other subject to which I wish to direct attention for a moment, and that is the paragraph with reference to the fisheries. Those of us who live down by the sea, feel, perhaps, more interested in the question of the fisheries than those gentlemen who live in the western portion of this Dominion. It is one of the great means of livelihood of our people. The wealth of the fisheries is not so well understood in the west as it is in the east, and we from the east hope that this matter will receive the utmost consideration of this Parliament. Under a treaty effected with the people of the United States, our fishermen have been able to carry on their business by trading with ports in the United States, and without taking the fish from their vessels, in many cases they would find sale for it in some of the ports in Massachusetts or Maine, where they could dispose of it to their advantage. They were satisfied with that mode of doing business. The treaty, however, which was abrogated last July by the United States Government, has placed us in a very difficult and very awkward position. It is the desire of our fishermen and the desire of our people that a new Fishery Treaty should be made which will enable them to find a free and easy market for their fish in the United States. We are willing to enter into some reasonable and proper arrangement which will enable the fishermen of the United States to fish on our coast alongside our fishermen, and we are willing to do it for several reasons. We are willing to do this because we want to sell our fish to them, and because we want to avoid the difficulty which must arise if American fishermen come unauthorized along our coast and attempt to catch our fish without the right which we think they ought to have. But, Sir, since the closing of their ports against us, our fishermen have commenced to learn that they have a market in the west; they have commenced to learn that the people of Ontario and Manitoba, and other western portions of the Dominion, are a fish-eating people, and as the people of the United States have shut their doors against us, by that same act they have shut the doors of this Dominion against the importation of fish from the United States, and the people of western Canada can now buy fish caught in the Bay of Fundy and along the shore of New Brunswick and Nova Scotia. We have an open market for our fish in the Dominion, and our people are taking advantage of it. Along the line of the Intercolonial Railway there are to be found, every day in the week, from one to half a dozen car loads of fish leaving the ports of Halifax, St. John and others, for the markets of Toronto and other cities west. Our people are beginning to learn that there is somebody in their own country