

continue their policy and that it will promote a feeling amongst our own people to remain in our own province, and cultivate more scientifically the lands, of which we have an abundance able to produce a crop and give good returns.

I wish also to refer to the transportation question. The expansion of railways in the western provinces has been enormous. Without those railways, of course, the country could not be opened up for settlement. In going through the country you find that the lands are taken up in the vicinity of the railways first, and as the branches are built, in extending through the agricultural country, you find the land taken up there, and brought under cultivation. I had the pleasure of coming from Edmonton to Winnipeg on the new Grand Trunk Pacific trains. I was astonished to find that nearly all that land was occupied, and beautiful fields of grain were then being harvested as we passed through. That development must continue. The face of the country there is only scratched over, and in order to afford opportunities for settlers, railways will have to be built in the future as they have been in the past. I look for no diminution in the progress of railway building in the Northwest, nor in fact in our country to the east. The building of railways and the transportation question has received the assistance of the Dominion Government to a vast extent for very many years.

The building of the National Transcontinental railway has taken an enormous amount of money, but it has remained for the government of the day, only within the last two years, to turn its attention to the harbours and facilities which are absolutely necessary in the great expansion of the trade of our country in connection with our ports on the Atlantic and Pacific. Last year I visited nearly every port from the Atlantic to the Pacific. I find millions of money appropriated by the Government in the development of these ports: Halifax, Quebec, St. John, Montreal, Toronto, and then when we get to the great lakes, the principal ports are all being provided with extra facilities. When you get to Vancouver on the Pacific Coast you find the facilities are absolutely inadequate for the trade that is already there. This work has been undertaken rather late, but as fast as those facilities can be provided by the Government, I have no doubt they will be utilized to the fullest extent. In the city of St. John we have been developing and the government has appropriated

a large sum of money, but there are not wharfs to accommodate the trade that is knocking at our doors at the present moment. And it appears to me it will be some years, before they will be able to overtake the trade. With the completion of the National Transcontinental railway and the completion of the Canadian Northern railway to the Maritime provinces, and the opening up of the country, I have no doubt that the ports in the Maritime provinces will be taxed to a great extent, and therefore we cannot have those facilities furnished too quickly, and they should be equipped with the most modern appliances, to meet the requirements of our import and export trade. With regard to the question of redistribution, I regret very much that in the redistribution which is about to take place, the Maritime provinces will again lose some representation. The province of New Brunswick will lose two, but I trust that the quality of our representation, will make up for the lack of quantity. Looking over the whole of this vast territory of ours, the great and unbroken resources, the mineral wealth of the Northwest yet unknown, the great country stretching thousands of miles, teeming with gold, silver, copper and coal, the fisheries of that great Pacific coast which are only in their infancy, the waters teeming with all kinds of fish, the vast timber limits, the fruit-growing industry and, going as far north as Dawson City, the valleys on the river banks, capable of producing all the vegetables necessary, potatoes and such things, for the sustenance of a very large population in this far north district, when you see the prairie section with only six or seven per cent I believe of agricultural ground yet broken, when you see the development of mines throughout this whole country, and the advance that has taken place in all sections, when you see the vast areas to the north yet untouched that have to be opened up by railway communication—you may well ask what about the future. It appears to me that we can look forward to the future, feeling that the development that will take place within the next ten years will be even greater than anything we have witnessed in the past. While we have gone ahead at such a rapid pace that we must put on the brakes to some extent, still, looking at the resources of this country, and the enormous areas yet to be developed, I think it will justify us in ex-