

**There is a Feature in Connection With Our Scheme that Must Commend
Itself to Those Who Fairly Understand it.**

From the commencement to the end; from Moncton through New Brunswick, Quebec, Ontario, Manitoba, the Territories and British Columbia;

**From Ocean to Ocean in Addition to Being a Trunk Line it is a Colonization
Line Opening up and Making Valuable Millions of Acres of Produc-
tive Land Which is at Present Valueless to the People of Canada.**

A few days ago an hon. gentleman opposite asked: What is this going to do for the province of Ontario, and he argued that a large portion of the cost of the enterprise was going to fall upon that province. I deprecate sectional appeals, but when I am asked what good this railway is going to be to Ontario, I at once remember that we have in that province of Ontario, lying in track of the line in question, an area of country, an empire in extent and in wealth, 16,000,000 acres of land all of which will be made merchantable and valuable by means of this railway. Suppose this railway would make this land only worth a dollar an acre,

**These 16,000,000 Acres Would More Than Pay the Whole Cost to the
Dominion of this Enterprise.**

There is not a man who regards his status in this country who will say that that property will not be enhanced in value many fold over one dollar an acre by the construction of this line. Why, Sir, if that 16,000,000 acres in Ontario alone, is made to be worth three dollars an acre, there we have a value of \$48,000,000 given to what is now a valueless estate. The Minister of the Interior told us that it would also make valueable a large tract of Crown lands in the territories—I think he said some 20,000,000 acres, which at only two dollars an acre would at least be equal to \$40,000,000. I say nothing of the province of New Brunswick, because I am not quite so familiar with the geography of that province, but we know from the map that this road will traverse a new district, and that throughout the whole distance it will be from 35 to 75 miles away from the existing railway. Fancy the value it must give to the lands that will be made accessible to the market by the construction of the railway through the provinces of Quebec and New Brunswick.

Mr. HUGHES (North Victoria.) Does the hon. minister mean to say that this road will be from thirty-five to seventy miles from any railway existing to-day in New Brunswick or Quebec?

The POSTMASTER GENERAL. From the Intercolonial Railway. It may cross a railway; but it is because it is going to be so productive that we find public opinion in New Brunswick to-day overwhelmingly, unanimously, in favor of this scheme.

The voice of New Brunswick speaks for itself. I cannot say from my own knowledge how it will affect the province of British Columbia; but I had a letter put in my hand to-day from a gentleman in Victoria, B.C., who, speaking of this measure, expresses himself as follows:

"With regard to the Grand Trunk Pacific scheme, it is very well received all round. Of course, there are some who would kick anyhow; but, so far as British Columbia is concerned, I think it is a scheme which will be found acceptable to the large majority of people in the country. At any rate, it is one which I think people will be very foolish to pass, now an opportunity of that kind is afforded, and, if knocked on the head, of which I do not think there is the slightest prospect—"