bill thus solemnry he St. Lawrence & Maritime Province | markets of Canada." Railway Company, which, tradition says, was acting under a tacit understanding between the Grand Trunk Railway Comfax Moncton Edmundston and Riviere du Loup.

A Previous Survey Report.

to 199 miles, or 749 miles from Montreal by these alternative routes at the two unusually cordial relations so wantonly nts I have referred to, but I believe that when made it will result in the saving of distance already stated."

shortly afterwards, and the scheme fell through.

An All-Canadian Route. Now, sir, the policy which we propose. apart from all other considerations, may be taken as a step-tardy step though it be-to implement the solemn pledge made in 1885. I confess, sir, that perhaps this, of itself, would not be a sufficient reason, though in one respect it ought to be; because, if there is one thing as to which the parliament of Canada ought to be firm, it ought to be that the solemn word of parliament is sacred, and to im-

But, sir, there is another consideratio of a far more important character than this, to which it is now my duty to call the special attention of parliament. When Sir Charles Tapper in 1885, speaking from the place, from which I now speak, stated that the Intercolonial, located as it was, could not perform the we shall have this new railway to our service we expected from it, that it could not give thorough satisfaction in the way of providing transportation for the grow-ing trade of Canada, I believe he stated a proposition which, if exception was is Mr. Andrew Carnegie? and say he is taken to it then, no exception can be successfully taken now. But, sir, there is something more than that. When Sir speak who are in the position of Mr. Charles Tupper stated, also at that time, that it was essential to the welfare of that they know something of the public. might have should be in Canadian ter-ritory, in Canadian waters, he simply ions, but the opinions of a large section Canadian people, (Cheers.) I am sorry ideas to which he has given expression to say that Sir Charles Tupper did not have been again and again expressed in When he agreed that that the

(Great cheering.) The Line a Necessity.

Now, sir, we lay it down as a principle, upon, which we are to be judged by friend and foe, that we are to have transcontinental railway, that its terminus must be in Canadian waters, and that the "whole line, every inch of it, must be on Canadian territory. We say, further, that such a line is a neces-(Opposition laughter.) Sir, I am sur- erican public opinion, which voices the prised at the levity displayed by some feelings, and I may say as well the prehon, gentlemen on so grave a question. Wha What are your minds running to, when offensive sense, because prejudices are which show you that at this moment Canada is not commercially independent having prejudices in his heart, they be of the United States?

The Bonding Privilege.

What is our position to-day? From What is our position to-day? From the early days of railway development if this country have been development Bugland and Canada, made use of the of this country we have been depend-to American good-will for the trans-new steamship line from Liverpoor From the early days of Canadian railway development we have been ed to make use of American termtory and harbors. The American gov ent granted us the bonding privileges. They granted us the privilege of g their harbors for our imports and exports without paying them tolls and customs dues. But my honorable friends opposite are aware that this privilege s always been held over our heads by American authorities is the sword of Damocles. My honorable friends on the other side are aware that this priv- across the state of Maine: "The priv a threat to obtain from us concessions

The Offer to Britain.

Why, sir, it is only last week that an a letter to the London Times in which

luced by the gov- be assured that the imperial governernment. (Hear, hear.) Whatever may ment would accept the principle of prehave been the reasons, whatever may have been the whispers in the ears of larly grant to the food products of Canthose Senators, whatever may have been the influences which caused the Senate from duties now levied or hereinafter thus to rebel against the policy of the government, it is not for me to say, I further into the subject of preferential have no particulars on this point to offer. trade, and endeavor to give to the Brit-But certain it is that in the following ish manufacturer some increased advanyear a company was formed, known as tage over his foreign competitors in the

Mr. Carnegie's Letter.

This policy is to-day attracting the atrailway from the town of Edmundston and it is this policy which is viewed by If that railway had been an American citizen, Mr. Andrew Car- fined to newspapers, as the New York the reason why the British public and the Canadian electorate cannot give heed I bring to your attention the expression to this policy which I have just outlined, of the highest in the land, of those in cannot go forward with it, cannot un- authority, of those who are in a position The line was surveyed, and I have the dertake to give the British people a pre-report of the engineer in charge, Mr. dertake to give the British people a pre-ference in return for a preference for and the American people, what have Davey, who said that a good line could them, is because the American citizen you to say when I bring you messages be found between Edmundston and has a weapon in his hands which he can from presidents of the United States and Moncton. Mr. Davey says: "The total length of the line surveyed from Grand dian people, by removing the bonding ate? In the month of August, 1888, Falls to Berry's Mills was 166 miles, privileges. In a letter which I find sum- President Cleveland sent the following and, adding 36 miles from Edmundston marized in some newspaper he (Mr. Carto Grand Falls, and seven miles from negic) uses this very pregnant and sig-Bong's Mills to Moncton, the total dis-inficant language: "A word from the tange from Edmundston to Moneton President cancels the privilege now gen- ports and imports across our territory, would be 209 miles, which would make erously extended to Canada of reaching and to and from our ports, will be better ton, and there by the Intercolonial to Haifax, 759 miles in all. If, however, could think of who would hesitate a more imports and exports of British-Canadian the line from the Grand river, north of the Sisson range, which, as I havy all his cabinet would be powerless to re-under the privileges granted by our stated, I explored myself, and with an sist the imperious demand that at least laws, amounted in value to about \$275, assistant engineer, be adopted, a saving we should not furnish the weapon that 000,000, nearly all of which were goods of distance of at least ten miles would enabled another power to wound us. dutiable under our tariff laws, by far the be obtained and the improvement of the The withdrawal of the privilege given latger part of this traffic consisting of line at the De Chute river, as recom-mended by Mr. Cranston, would also to satisfy Great Britain that the Amereffect a saving of distance, so that, in my opinion, the total length from Ed. tions would soon begin, and the privilege, mundston to Moneton may be reduced so rash'y disturbed would be restored. Simultaneosly peace would reign, but to Halifax. Time did not allow for our the bitterness created would remain for king a complete survey of the line years to retard the return of the present immaired."

Appeal to Canadian Manhood. Let me observe upon this that, if we However, Sir John Macdonald died have used American ports, it is not be cause for five months in the year our i...i.d own ports, are ice-bound; everybody knows that our ports in winter are just open as the American harbo (Cheers.) Everybody knows, except Mr. Andrew Carnegie and the bulk of American public opinion, that if we have used American ports and bonding privileges it was not because our harbors were icebound in winter, but simply because we have no railways to communicate with them. In the face of this I ask the Canadian people to stand on their manhood, and to place us in such a position plement every promise made by parlia- that at all times of the year, not only by one railway, but by two or more, we hall have access through Canada, from January to December, to our own ha.oors and be able to say to our American neighbors: "Take off your bonding priv lege whenever it suits you-(great applause)-we are commercially independ and we shall have our independ ence absolutely secured to us whenever own harbors. (Renewed cheers.)

American Threats.

Hon. gentlemen opposite may ask, who the people of Canada that the terminus opinion of their country. We know that of any transcontinental railway that we Mr. Carnegie in this respect, unfortunvoiced what is the conscience of the of the American people, because the with equal firmness insist that not only should the terminus be in Canadian ter-a step forward in our own interests to the route itself should be in Canadian but that better our position, to improve our trade, but again and again we are told from line should be in American territory, Sir look out, because, forsooth, the bonding Charles Tupper went bad in the heart and conscience of the Canadian people. privilege will be taken from us! When in 1896 the government of Sir Charles Tupper thought of asking for tenders for the fast Atlantic service-a thing which was purely a measure of domestic concern—the matter was resented by the American press, and we were told again ject the bonding privilege would be re-

moved. Views of United States Journals.

The New York Sun, an American of of our commercial independence. Americans, and a good exponent of Amjudices, of the American people-and J have you to say to-day to this? do not use the word prejudices in an you have facts staring you in the face sometimes the exaggeration of a noble feeling, and I do not blame anyone for ing frequently the result of education and other circumstances-but the New York Sun, speaking of the project of hav-"The route by the portation of our goods across American Halifax and thence by C. P. R. to Chicago would be shorter than the route to and through New York, and hypee its advantages are obvious. Goods and mer-chandise would be carried from Halifax to Quebec through American territory under protection of the bonding priv-ilege, and, accordingly, the C. P. R would be able to profit largely by their transportation westward."

Here is a condemnation of the policy which had been adopted a few years before, of having the C. P. R. built ilege, that the abrogating of this priv- ilege thus conferred by us is already has been used again and again as essential to the prosperity of that company. This road could not run withou The C. P. R. therefore prospers by our sufferance and direct as sistance. . We furnish it 'with feeder American citizen of great influence wrote and traffic essential to its existence; yet it was built and is maintained as a r he reviewed the policy we offered to the tary road along the northern border, and British government ladt year when we as a tie binding together in political the Senate had done, from the point of were in England. When in England lact, combination the widely-separated Cana- view of the American railways. He year a Canadian minister at the Inter- dian provinces, with a view to the Colonial Conference made this proposi- strengthening of the Dominion against Congress in a message dated November tion to the British authorities: "The Can- us in the event of a war with England. 1893:

days. The Senate refused to ratify the adian ministers stated that if they could This military and political road, sus- transportation of merchandise between the road in our own hands? Why did this railway would be equally productive. unfit to carry a railroad across rmanent menace to us. Its very existnce is a distinctly hostile demonstration.

pany and the government of Sir John tention of the civilized world. It is be-a journalist. Wuy, sir, if it were con-Macdonald for the construction of a ing submitted to the British electorate, fined to the expression of a private citithe subject. But what will you say when | I regret that circumstances prevented an | benefit of it, so that the Canadian peomessage to Congress:

"The value to the Dominion of Canada of the privilege of transit for their exthe distance from Montreal to Halifar, by the Grand Trunk to Chaudiere Junc-tion, the Intercolonial to Riviere du Loup, the Temiscouata railway to Ed-mundston, and the proposed line to Mone-She uses the privilege all the year. exchanges of goods between Great Britain and her American provinces, brought to and carried from our ports in their own vessels. The treaty stipulation enered into by our government was in harnony with the laws which were then on ur statute books and are still in force. I recommend immediately legislative acon conferring upon the executive the ower to suspend, by proclamation, the eration of all laws and regulations permitting the transit of goods, wares and merchandise in bond across or over the railways of the United States to or from Canada." Reasons For United States's Threats.

Sir, this was the language, the peremptory language, of the President of the United States. Now, it is perhaps not out of place-nay, it is extremely im-portant-to make clear what was the and to hold such a threat over four hads. The cause was the fact that we would not agree—the Canadian government, the Canadian georen-ment, the Canadian people, would not agree—the the judgment, intelligence and experi-treaty of 1818. Under the treaty of reaty of 1818. Under the treaty of 1818 American fishermen are granted certain privileges in Canadian waters. They are allowed to make use of the hores of Nova Scotia and New Branswick for certain purposes-for food, water, repair and shelter. They are not allowed to make use of that coast to buy bait or to land their fish. The Americans have been applying to us, again and will not prejudice the constituencies have to be brought from all points of to the Pacific ocean. again, for the two privileges, the privlege of buying bait in Canadian territory and the privilege of landing their cargoes of fish. We have refused unless we were given some compensation. We have always been ready to negotiate with them. We have told the American fishermen again and again: "We will share with you our advantages if you, will share with us your advantages,". In the case of Nova Scotia we have a basis for our operations of fishermen, and Canadian fishermen have the advantage that they can use the coast to sup-ply themselves with bait, and to land their cargoes of fish. The American fisherman have the advantage of having a market in their own territory. We have told them again and again: "Yes, we told them again and again: "Yes, we highly, bit, all we we to be told that if it is the west of the west and the population as I have known it for so many years, be willing to give the gov-privilege of sharing with us the advanof sharing with us the advan tages of our base of operations." That was a fair proposition. (Cheers.) But it never was acceded to; it never was accepted. But because we would not agree o sell our birthright, we were threat ened by President Cleveland with the withdrawal of the bonding privileges. (Hear, hear.)

Demands of American Roads. Nor is that all. A few years after-

vards, in the session of the Congress of 1892, a report was brought down to the Senate from the committee on interstate commerce, again dealing with the bondprivileges. This time the reason why this threat was held over our heads vas not on account of the fishery question, but on account of the railway question. The American railways wanted to have certain privileges upon our territory that we were not prepared to give hem, and, because we would not give them these advantages, because we were not ready to make part of the soil of Canada for railway purposes part of the American territory, again we were threatened with the removal of the bonding privileges. This was the conbonding privileges. This was the con-clusion of the report J have referred to: "The committee therefore recommend ourselves to operate the line which is to ation. I say again there is not a shadow Dakota, and from Dakota to Manitoba "The committee therefore recommend that either such a license system shall be established as will be applicable to the Canadian railroads doing business in the United States, or that some other plan not injurious to the general itrade and pany, they agreeing to pay us a rental conception entertained of it by some of valleys. (Cheers.) And when Manitoba which will secure to American railroads an equal chance in competition with Canadian roads." Such action, in the udgment of the committee, is in the inest not only of American roads, and especially American transcontinental es, but in the interest of American mmerce and of the general prosperity of the American people.

In a Hostile Spirit.

Even that was not all. In the follow ing year President Cleveland again ap proached the subject, and again ap proached it in the same hostile spirit, made the following recommendation to "The statutes relating to the

tained by American bounty in the form: the United States and the British pos-of bonding privilege, is consequently a sessions should be the subject of revi-in The tracket of revi-in the tracket of revi-in the tracket of revi-in the tracket of revi-it beam of the tracket of revi-it beam of the tracket of revi-it beam of bonding privilege, is consequently a session of the tracket of revi-it beam of bonding privilege, is consequently a session of the tracket of revi-it beam of bonding privilege, is consequently a session of the tracket of revi-it beam of bonding privilege, is consequently a session of the tracket of revi-it beam of bonding privilege, is consequently a session of the tracket of sion. The treasury department have it because we want to keep that secgiven to these laws a construction and tion of country, which is to be the exit it had to be built, cost what it might. What are the advantages which ence is a distinctly hostile demonstration. Will our government furnish the new steamship line with what amounts to another subsidy, and insure the pros-perity of the military and political road by continuing to grant the bonding priv-liege which Canada is already using to the disadvantage of our own rail;roals? President Cleveland's Attitude. Sir, I am told, and perhaps I may be told again, this is simply the opinion of a journalist. Wuy, sir, if it were con-funct in fairness, at the same time given to the function of the same time given the subsidy again to the construction of the Canadian a corperising rates and requiring that they shall be equal and reasonable upon the told again, this is simply the opinion of a journalist. Wuy, sir, if it were con-funct in fairness, at the same time gives to the subsidy again the subsid ese unusual facilities for competition its exit on the north shore of Lake Su-Canadian roads that are free to pur- perior; these other railways have no exit. zen, as Mr. Carnegie, if it were con- to Canadian roads that are free to pursue the practices as to cut rates and It is our intention that this road shall be carried by the stronger. (Cheers.) built it would have provided a shorter line of communication by way of Hali-opinion in England. Mr. Carnegie states it, and not feel much apprehension upon

earlier examination by me of those ques-tions, but submit now these views, in the other road across the section of the coun-Must Be Independent of U.S. (Cheers.)

'Luckily, sir, up to this moment we have escaped the danger with which, on

epeated occasions, we have been threatened. But, sir, what would happen if at any moment there should pass one of the government the railway from Winni-to say this more, that we have a wealth slightest difficulty, and a line of the government the rankway from Winni-base frenzies, one of those periods of excitement which we have seen some-times amongst nations, the American na-ind operated by a company for the rea-upon this scheme than ever was possess-upon this scheme than ever was possess-claim, moreover, for this routing the conclusion to have that railway from Winni-the conclusion to have that railway from Winni-the structure and information on this and operated by a company for the reation, included? If at any moment we son that we do not believe, under exist- ed by former governments when they demay be deprived of the bonding priv-ileges which we have had up to the perhaps for many generations to come, it Canadian Pacific. (Applause.) I do not esent, the only way whereby we can contemplate such a contingency with may be developed in that section of the critics will ask us that we should have acidities by which we gan get access to prejudiced on that question. I formed facilities by which we can get access to our own harbors. (Cheers.) Sir, our my opinion some few years ago, and per-so far as the prairies are concerned. relations to-day with our American haps I may be permitted to relate a perneighbors are friendly; they were never more so, and I hope they will continue more so, and I hope they will continue sonal experience which went far to the fail to fail to the Rocky Mountains?" My answer in the fail of 1896 Mr. J. R. Booth of this regard to the Rocky Mountains?" My answer in the fail of 1896 Mr. J. R. Booth of this city invited me to visit his railway, the we have mountains of information. I never made any secret of 11-1 mive the greatest possible admiration for the American people. I have always admired their many strong qualities. But I have found in the short eventiant of the short o their many strong qualities. But I have found in the short experience during been built almost to the shores of the been built almost to the shore which it has been my privilege and my fortune to be placed at the head of af-fortune to be placed at the head of af-mile of it. When we left the train we the Section of the shores of the the french settled upon the shores of Mr. Fleming's report for 1880, say fortune to be placed at the head of af-fairs by the will of the Canadian peo-walked to the shore of the lake, a bleak ple, that the best and most effective shore with not a building upon it. Mr. ple, that the best and most effective shore with not a building upon it. Mr. way to maintain friendship with our American neighbors is to be absolutely independent of them. (Hear, hear.) "Where is the trade to come from?" These are the reasons why we have applied to parliament to give its counten-ance to the policy which I have outlined. I have to collect it from Port a policy which will give to this new of the policy which is have outlined. I have to collect it from Port Arthur, from Duluth, from Chicago and a policy which will give to the task. In the hope of finding a passage to the sea. Robert Chevalier by gentle slopes of varying width. One a policy which will give to this new from both sides of the lake. I will have transcontinental railway a terminus at to build elevators. I will perhaps have our own harbor, and an all-Canadian to buy wheat in order to furnish freight route to reach it. Now, sir, what are some of the objections taken against World Hare this proposition which we have seen and there will be trade and business enough coming from the west, not only for one the shore, nothing upon it—every-coming from the west, not only for one the shore, nothing upon it—every-big and in 1765 Alexander Mackenzie was the first white man to reach the Pacific the inst white man to reach the Pacific the shore, nothing upon it—every-big and in 1765 Alexander Mackenzie was the first white man to reach the Pacific the bleak shore, nothing upon it—every-big and in 1765 Alexander Mackenzie was the first white man to reach the Pacific the bleak shore, nothing upon it—every-big and in 1765 Alexander Mackenzie was the first white man to reach the Pacific ably not be much greater than those pre-ter alexander Mackenzie was road, but for two roads, if not more. thing will have to be created, wharves, land journey. Many parties subse-(Cheers.) But, after all, I say to our warehouses and sheds will have to be quently attempted to perform the friends on the north shore, who may per-

which are served by the Intercolonial. Asia. Would anyone tell me that gov-With respect to trade, the business of erament management under such cirthe new, road will be created by the road cumstances could do justice to the counin existence to-day. (Hear, hear.) Interests of People First.

But, after all, let me say this to the to the Canadian people as well, that even (Applause.) I may be told that if we make an error we cannot correct it; if

(Cheers.) Another Point Discussed.

Now, sir, I have to pass to another point of this scheme. The public has been made aware already by the correspondence which has been exchanged beween ourselves and my hon, friend the The accusation has been made against late minister of railways, that it is proi posed to divide this line of railway, some uneasiness and trepidation among rivers are to be found lands as fertile which is to extend from Moncton to the those who do us the honor to give us as the lands of the Red river or the Sas-Pacific Ocean, into two sections. One their support in this House and out of katchewan. section, that from Moncton to Winnipeg. it, and which would have been serious is to be built by the government; the other section, that from Winnipeg to the of truth—but I am happy to say that, Pacific Ocean, is to be built, owned and operated by a company. I know that there' is not a shadow of foundationthis line of policy has already been the subject of much criticism. We have been told that we are keeping to our-selves the unproductive portion of the launching into railway construction of road, whereas we are leaving and giv-ing to a company the productive portion which we know absolutely nothing, and esee valley it passed to the Ohio river; of the road. This criticism might have without taking the usual elementary from the Ohio river to Elinois; from Illibe built by the government. But we of truth in this rumor, as I shall show and the Northwest Territories, where are merely contracting with a company later on. But before I proceed any fur- it now is. The wheat area is fast adto build a line. We have made a con- ther let me say that the conception which vancing towards the Saskatchewan river, tract whereby this line is to be oper- | we have of this work which we are now | and in a few years it will pass over t of the rate of 3 per cent, per annum our critics. Most of our critics look and the Red river and the Saskatchewan upon the cost of construction. There-fore, let our friends on the other side of the House take note of this fact, that ary rule of profit and loss. We look with the exception of a few years of in- upon it as a work of national character, and the Pine river territory will become terest, to which I shall allude later on. we shall have this portion of the railway the year 1903, just as the Intercolonial world. Instead of giving my own opinbuilt by the government from Moncton to Winnipeg without the cost of one dollar to the Canadian treasury. (Ap-plause.) We advance the money, and years after confederation. It is the status of our shall have the language used by the ex-plause.) We advance the money, and years after confederation. Peace River Pass. we shall have to pay interest upon it. but we shall receive interest upon it at the same rate; so that whatever we give with one hand we shall receive back which laid down the basis of confedera- the last of the individual explorers to with the other. To this extent there is tion, it passed a resolution affirming the whom I have alluded. In the appendix ment. But in order to save time no risk whatever assumed by the Cana-

dian government or the Canadian people. To Regulate Traffic. But why did we keep this section of

ment later on by other explanations.

As to the Western Section.

Would Have to Create Trade.

to build or acquire steamships, or would later period in my remarks.

A National Necessity.

upon another branch of the subject. many others,

Not the Time to Falter.

Sir, when the conference met in 1964,

if it was a work of political necessity nish if practiced by our own railroads. vision, so that all railways may get the correct and true one, as we contend that and fall remains to be si it is a work of a national character, then the western end of the pass it follows that this railway has to be built from ocean to ocean to connect the miles across British Columbia hope that they may lead to a revision try. This is the reason why we have adopted a policy which I shall supple- tidal waters of the Pacific; though we railroad. By following the r know in advance, though we are sure Parsnip river from 'the forks that all sections of it will not be equal. Macleod, the Omineca range is in fertility, in resources and in produc-tiveness. In that consideration alone Stuart's lake is reached, without Now, I shall be asked, why do you there would have been cause sufficient not retain also that western section? for us to go on with this work without of the Nacharcole can be perhaps for many generations to come, it will be possible, with such activity as

Mountains of Information.

we have mountains of information. (Laughter and applause.) We have have Another man, Verandrye, took an overland journey to reach the prairies, and form the chief difficulties, which are a his two sons, on the 1st of January, parently much less serious than man 1745, were the first Europeans to cast eyes upon the Rocky Mountains. Ver-Then, sir, it dawned upon me that no andrye himself lost his life, like Robert western, extremity the pass is not r built, elevators will have to be provided, feat. The last of them was Capt. Buthaps feel and decide that the Intercolo-branch lines will have to be construct-ler of the British army, who in the winnial might be prejudiced by this new ed, possibly hotels may have to be built, ter of 1872 crossed the continent from line, that there is nothing to be feared and managed, steamships will have to be built, ter of 10/2 crossed the continent from and managed, steamships will have to Fort A-la-Corne at the forks of the Sas-

Rocky Mountain Passes.

In that year, 1872, the Canadian govitself; it will be a business which is not try in such a big question as that? ernment undertook a systematic and (Hear, hear.). Would anyone tell me scientific exploration of that country of. that the management, even where we the whole northern region Trom Lake for a railway through that range, and could put it in the hands of a commis- Abittibi westward to the Pacific ocean sion responsible to parliament, having to From the year 1872 to the year 1880 nd nembers of the House, and I submit it come here for appropriations for this and less than 28 expensions were organized to visit, explore, and report upon that if the Intercolonial were injured to some extent, were to lose some traffic, let me ask this question, Does the Intercolonia! Would parliament, for instance, be will-to us now, and during that time the sum of no less than \$5,000,000 was expended. Canadian people for the Intercolonial? Would partialize to the minister of rail ways and canals, or to the commission, Canadian people for the Intercolonial? was the northern section of the Rocky parliament give power to send agents Mountains. Several passes, all the passes ing its products and bringing them cheap we injure somebody we cannot correct it. in injury 1. Sir, are we to be told that if if it comes to be a question between the and hotel building? I doubt it; and for management of the Intercolonial and the all these reasons we have come to the as they were with the streets of Ottawa. interest of the Canadian people, we leave conclusion that it is better, and prefer- Anyone who to-day would care to look the issue in perfect confidence to the judgment of the Canadian people. railway should be built and operated by a private company. (Applause.) Now, know that country just as he may know shall come to this subject again at a his own home. These explorations show conclusively that the best of all these passes may be found either in the Pine-River Pass or in the Peace River Pass It is about time that I should touch It is not only a fact that there is a very successful way of crossing the Rocky Mountains either by the Pine river or

Area of Wheat Production.

It is of some interest to follow the area of wheat production on this com-tinent from the early days of the ninenecessitated by the status of Canada in the wheat-producing centres of the was necessitated by the status of Can- ion on this, it is perhaps better that I

Peace River Pass.

Before I go into that let me quote the language of Captain Butler, who was tending to Lake Abittibi was necessity for the immediate construction to his work, "The Wild North Land," not refer to the opinion then exponent of the Intercolonial railway; it passed Captain Butler, F.R.G.S., writes in the but will come to the information this resolution without waiting to have following pregnant language: "But has been collected by the governme surveys and exploration of the ground should this Indian pass at the head of Ontario, which in 1890 organized a to ascertain whether or not all parts of 'Pine river prove to be on examination | cial expedition for the express purp

western ocean vastly s the known passes lying, so vegetation was already forw; though these are importan range of mountain, a mountain intervening; thence ocean, at the head of Dean's claim, moreover, for this route is shorter than any projected present under: consideration; would develop a land as rich. if er, than any portion ewan territory; that it altogether the tremendou Southern British Columbia and the gorge of the Fraser river; and, fin that along the Nacharcole river will be found 'a country admirabil to settlement, and possessing prairie of a kind nowhere else to be found British Columbia.

An Engineer's Opinion

That, sir, is the opinion of a travel eminence, but let me give now th Gordon, whose report is to be found direction. Even at the wildest and mo or two avalanche courses, a few raving and occasional projections of rock we stacles that have been overcome on of Canadian railways. At its highest sented by an open prairie. But the chi difficulty on this route would be found at the canyon, where the river sweets round the base of a solitary massive hi own as the Mountain of Rocks, or the Portage Mountains, just above the Hud Hope; yet even here, although th work would be heavy; the difficulties would be by no means insuperable."

Mr. Cambie, in the same report, says "The Peace river, which is the lower known pass through the Rocky Mountains, offers a wondenfully favorable line for sixty miles east of its main summits

A Fertile Wheat Area.

Mr. Marcus Smith in the same report for, 1878-79 says: "This can undoubt edly become the great wheat-producing province of the Dominion. In aid of i centre: affording easy means of collec sterile country, the line by the Pine ri route would traverse an area of re able fertility. The fertil belt, or v producing country, extends near niles further to the west, before Rocky Mountains are reached, that the route over the Yellow Head Pa corresponding reduction being made the breadth of sterile country to be ed in the Rocky Mountain districe.

The Pacific Terminus.

Now, sir, as to Port Simpson, while is to be the terminus of this railway, is also important to know what is opinion of the engineers who surv the country at the time of which I is spoken. Mr. Fleming, in his report 1878-79 savs. "Port Simpson is the best harbor on the Mainland," ing: Of all the terminal points I jecting on the Mainland and on Vanc ver Island. Port Simpson is most ed veniently situated for Asiatic trad

Mr. Marcus Smith says: "There eally no harbor on the coast of Mainland of British Columbia, with exception of Port Simpson, eligibly ated for the purpose of foreign merce. It is easily approached fro ean, and is the nearest ta Asia of any harbor in British Colu Again, in another report wri 1878-79, Mr. Marcus Smith says: Simpson may possibly be co present too far north for the of the Canadian Pacific railwa important that the fact sh in mind that he wirtue of tudes and consequent easy grad gether with the moderate the works required to reach it. minal point offers: advantage would enable a Canadian line competition for the trade with Chi

Great Clay Belt.

Japan."

This is not all. The section (try east of the city of Winnipeg plored by the engineers of the

wisiting and reporting up of, country betw the western bounds e of Ontario. In this. ioners. speak as follows belt running along dary west through oma districts and i nder Bay compr t 24,500 squ s nearly all of .. cultivation. ch of good f equarters as gi e settled th of Lake Ni Mattawa rivers states of Mass Rhode Island, re combined, an state of New ed by the Mo es bay, and its the Mattagami the Albany and gami and Ogok rs is over 300 I range in width ds to a mile. Th smaller stream size, so that the work of waterway us of commu hes fit for

a of water atry against the pl often: experienced t of fertile ofrom Missinabie nadian Pacific rail porth of the height of rds James bay, the co rt of it would be a compa

'The Climate All Rig the small part of the ny river which was expl tion of good land is not s clay land in the town den was found to exte valley of the Wabigoon area of about 600 squ 4,000 acres. There are a ale areas at various other important fact e explorations is that the nortuern district pre ele to successful agri . The information letely disnels the erroneou

nd its summers too short to e mature. The absence ts noted by the explor rowth of all the common v e Hudson Bay posts, mu e puole mind of this errone

A Well-wooded Countr The 50th parallel of latitud rough the centre of the ag elt, and the climate is not erent from that of the provin toba, lying along the same pa ais exception, of course, that ter is tempered by the great speets and the presence of so lar portion of water surface. too, has an abundance of w ulding, and commercial pu plenty of pure water everywh other point equalled only in by the existence of a vast ar Itural land in this country erate elimate is the fact that overed with extensive forests ackpine and poplar. The class of timber, as everybody ereasing every day, and the m is widening, and rich indeed untry which has boundles nese varieties of woods. iet of Nipissing, north of the ae, there is estimated to be 0.000.000 cords of nulpwood. ct of Algoma, 100,000;000 he district of Thunder Bay 1 rds, and in the district of R: 18,000,000 cords, a grand tota 000,000 cords. The pine regi em to extend much beyond of land, but on this side, in ound Lakes Temagaming Evelyn, and to the north, an white nine of fine ed and estimated ree billions of feet. B.M.

Good Water Power

A feature of this region, w I to note from an industri iew, is the existence of man rivers and streams. These ubt be utilized with the adv creation of economical por e country comes to be opene as not expected; of course, arties would be able to make a nd exhaustive exploration of ritory assigned to them, and nates here given of what has ported are very conservative. up the figures here quoted, ho ive over 25,000 square miles rtile land, or over 16,000,000 nd 228,000,000 cords of spruc

Farming Country in Quebe The country east of Lake Al province of Quebec, has lored several times. It was ession of early settlers as two hundred years ago. Th believe, had a port on Lake A seventeenth century. But cult to get all the informatio int collectible in books of exp The Quebec government had try explored in the last few yes gineer of eminence, Mr. Sulli s opinion has been summarize er engineer. Mr. Doucett, in wing language: "From I which is a station on the Quebee t. John railway) to the west the province of Quebec, a di me 375 miles, the line runs th od farming country, the sol hiefly clay."

Will Tap Famous Gold Min To recapitulate what I am st established that the railway sily built aeross the Rocky M way of the Pine river or er; it is established that ers will be found rich pra fertility to the best land, skatchewan river and the R is established that the railw way of either the Pine river ace river, would place us in tion with the famous Ominec nous for its gold mines, which idle because it is impossible