

but 30,000 settlers along the whole line of 1,500 miles. Machines are invented by the score to save some details of labour, but the Pioneer saves man and beast the drudgery of portage, and sets them free to develop Canada into a granary for the mother-country.

Mr. CORNELIUS WALFORD: I have been disappointed in the course the discussion has taken this evening. I thought with regard to the development of the resources of Canada we should be told more about what could be done than what could not be done. I take it that in a country like Canada you have to look, not to the grain-growing property of the soil, where there are no inhabitants to consume the cereals grown, but rather to the natural products of the soil; and there seems to me only two modes in which the Canadian Pacific Railway can be materially helped forward. The first would be by the development of the mineral products on the Pacific side—and here I may say that I am familiar with the mining districts of California, and there is no doubt that the Union Pacific Railway of the United States could not have been rendered a paying enterprise, and would never have been made in our time, but for the mineral resources which California has opened up. We know that if the Canadian Pacific Railway is ever to be made with due regard to profits, it must be from the development and working of the mineral products of British Columbia; and I take it that in a few years sufficient could be done in this respect, assuming proper facilities on the part of the Government, to raise the population in those districts. And if the railways are made there at all it must be with due regard to profit. But to make a railway through that desolate country—through 1,500 or 1,800 miles of country in which it would be almost impossible to get people to settle—is a hopeless and futile task. There is one way in which some of the valleys might be utilised in the north-east, and that is by producing cattle for the English market. Already a large amount of live stock is being sent to this country from Eastern Canada, and it falls entirely within the objects of this meeting—which is to develop the resources of Canada—to consider whether this proposal be a practical one. I say then, in regard to cattle supply, that there is an opening at once; and if those vast plains could be utilised for that purpose, there would be the direct advantage in making a railway to bring the cattle down to the east ports, and in the meantime a population would be growing. It is a population, and the supplying the wants of such population, and the development of these natural resources of the country by making its products available for the world at large, that alone can make a railway such as this at once a necessity and a commercial success. I say with the cattle trade on