

without free and uninterrupted communication between the East and the West, over its own lines and through Canadian territory, and it seems to me that the Grand Trunk Railway Company is the company that should construct this new road, because it will give us direct connection with many parts of the East that are now served by their lines. I have no hesitation in saying that it gave me unbounded satisfaction to read the announcement first made by the Grand Trunk Railway of its intentions to enter this country, and I shall hope that it will not be long before the trains of that company are running into our city and across our prairies.

At a special meeting of the Winnipeg Board of Trade, in May, 1903, called to discuss the matter of the projected Grand Trunk Pacific Railway, a resolution was proposed, reciting that the railway freight traffic was in a very unsatisfactory condition, and that the expansion of trade consequent on the settlement of the country, was in advance of the equipment provided by existing lines; also, that there was an urgent necessity for an additional outlet for the heavy traffic now entering and leaving Manitoba, and:

Resolved, that this Board is of opinion that the construction of the proposed transcontinental line under the auspices of the Grand Trunk Pacific within the shortest possible limit of time, would be of immediate and immense advantage to this city and the Canadian Northwest, and of vast advantage to the whole Dominion.

Therefore, this Board favors the Dominion Government giving such reasonable assistance as it may consider necessary to ensure speedy construction of the said line, and consequent relief from the present difficulties, and this Board would further favor the introduction of a condition into any agreement between the Government and the company, that the line from Winnipeg to eastern points should be made available for any railway desiring to use the same under suitable Governmental regulations. The Board would urge that in any aid or power granted to the said Grand Trunk Pacific, nothing will be inserted that may deprive municipalities on the proposed route of any of their rights.

FARMERS IN THE WEST.

The elected representatives of the farmers of the Northwest Territories, representing all portions of that vast region, adopted a memorial, which concluded as follows:

The prospective increase in the volume of traffic which largely increased cultivation and settlement of lands in these territories will certainly create will further tend to congest traffic between these territories and the provinces of the east, and unless it is held desirable to divert part of this traffic through foreign channels, adequate facilities for transportation must be immediately provided; that this assembly does therefore pray that Your Excellency may be pleased to take such action as may be necessary or expedient to ensure that the people of these territories are provided with an efficient transportation system, as contemplated by the contract made between the people of Canada and the Grand Trunk Pacific Railway.

The Boards of Trade of the whole of the Northwest Territories, and of the eastern portion of the province of British Columbia, met together as one confederated body, in the city of Calgary, in July, 1904, and, on the motion of Mr. R. B. Bennett, the Conservative candidate for Calgary, seconded by the Hon. T. H. McGuire, another gentleman of Conservative antecedents, adopted the following resolution:

That in the opinion of this convention the development of the resources of the Territories amply justify and urgently require the immediate and rapid construction of the projected transcontinental line through the northern part of the country.

That is the voice of the united Boards of Trade of western Alberta, eastern British Columbia, and the Northwest Territories, so that all along the line they are asking for this road.