

C. P. R. ... it spe-
the development of the iron
along the route.

It may be said that all this will cost
money. So it will, but not beyond the
resources of the Province, or to an ex-
tent that will greatly increase your
annual expenditure. It is not a case of
new expenditures, but of wise invest-
ment. Every dollar we spend in tak-
ing settlers into those regions and in
improving the facilities of transport
will increase the value of the Govern-
ment's property in land and timber
and minerals. It is thus a policy of
spending a little money to increase our
capital account and our revenues for
the future. There is no other direc-
tion in which it can be done so easily
and with such ample returns. If there
is any feeling in this country which I,
fresh from the people, represent more
than another it is a general desire for
rigid economy in every branch of the
public service. Economy and simplicity
in the administration of public affairs
are as necessary as personal frugality
is at the present time to the vast ma-
jority of our people. So that what I
say is not only perfectly consistent
with economy, but it should be the
very promoter of it. Economy will
never prevent a wise expenditure that
is certain to produce ample returns.

I have not much faith in independent
railways in these days. I have a good
deal of sympathy with those that al-
ready exist, in spite of the well-merited
attacks that we so often make on them.
But if there is a place in the Domini-
on that offers still a hopeful chance
for an independent railway it is be-
tween Port Arthur and Winnipeg. But
I have no desire to discuss how it
should be built, or who should build
it. My simple contention is this, that
this Government owes it to that coun-
try that this road should be pushed
through at once, and that every means
of transport which our energy and re-
sources can provide shall be provided
for the development of northern Ont-
ario.

Now, sir, let me consider for a mo-
ment what would be benefited by the
development of these regions. Not
alone the few people who are scattered
through them now, hoping against hope
through years of adversity for the
dawn of a better day now in sight. But
if I were pleading for them I should
remind you that, however economical
we desire to be, however limited the
resources of this Province, we should
not lose sight of the fact that much of
our resources, much of our revenue, has
come from northern Ontario during all
these years. If they asked us to re-
turn a portion of it to promote their
prosperity and our own, surely the
claim is reasonable. And in consider-
ing this question of expenditure we
should remember that every dollar, as
I have said, is likely to return to the
Province tenfold. But, sir, there is not
a portion of this Province which would
not be benefited by the development
and prosperity of the north. Every in-
dustry in Ontario would gain by it.
This would be the true N.P. You
know what it would mean to Toronto
as a commercial centre, which is with-
in easy reach both by land and water
of Sault Ste. Marie, Port Arthur, Sud-
bury and Rat Portage. It would mean
much to the farmers, the fruit-grow-
ers, and others all over this Province
for many years to come, pending the
development of agriculture there. And
it would mean the same to the farm-
ers of Manitoba and the Northwest,
perhaps even more to them than the
development of British Columbia. Our
sister Province is quite as much, per-
haps more, interested in this region
than we ourselves. Ottawa and Mont-
real are making rather aggressive ef-
forts to secure in advance the benefit
of what they see coming, so that Que-
bec has as great an interest as we in
New Ontario. Of the Maritime Pro-
vinces it may at least be said that
they will receive more from the de-
velopment of Ontario than from the
progress of the regions beyond.

THE DOMINION'S DUTY.

Now, sir, why do I mention all this?
Simply to make clear that while the
development of this country seems the
supreme duty of this Legislature
the sole duty of such development does
not rest here. It is a matter of na-
tional concern, quite as much as of Pro-
vincial concern. I should be very sorry
ever to raise a local or Provincial is-
sue with other Provinces. It would
not be easy to do so in Ontario, be-
cause she has shown patience in bear-

which proves an almost limitless pow-
of endurance. But we have heard much
of national projects of late. Some em-
inent men have been to the Pacific
coast and have seen much up there to
amaze them, although they may have
heard much to appal them. I have no
hope that we in this Province can ever
equal either the energy or the imagi-
nation of the west. It has never oc-
curred to us to demand of the Fed-
eral Government much that is now be-
ing demanded from other quarters. We
have never considered, for instance,
that impediments to the navigation of
local streams are synonymous with
impediments to national progress, and
consequently constitute national obli-
gations. If that were so we could keep
the Dominion Minister of Public Works
gliding about through the beautiful
streams and lakes of northern Ontario
all next summer inspecting boulders
and other obstructions to navigation,
which, judging from recent demands
elsewhere, it is clearly his duty to re-
move. And then I have not heard it
so much as hinted that the Dominion
Minister of Railways has been formu-
lating any policy for the development
of these national resources which lie
within the boundaries of this Province.
But in British Columbia the other day
it was announced that requests for
the building of new railways at the
expense of the country were made up-
on him to the extent of about 2,000
miles, involving a trifling expenditure
of about fifty millions or more of pub-
lic money. Now, sir, let me say that I
have the utmost desire as a Canadian
to see the rapid development of the
mineral and other resources of British
Columbia. Through all my life I have
had special reasons to feel a friendly
interest in that country. I have been
through it, and have felt the inspir-
ing influence of the eager,
brainy, clever men who have
always formed its population, and of
the marvellous scenery that looks down
upon the wealth of gold and silver and
timber everywhere. But, speaking here
before the representatives of this Pro-
vince, I might point out that the Crow's
Nest Pass Railway, for instance, which
everybody seems to think should
be built, which I have long
contended should be built, is,
according to the press and public
opinion of British Columbia, more of a
local road, and may have no greater
claims on the national exchequer than
such a scheme as I have mentioned—
the Rainy River Railway. The proof
of this contention is so clear that it is
not necessary to give it. The press and
citizens of British Columbia have sup-
plied it by pointing out that this rail-
way will merely benefit the Kootenay
district, and to the injury of some oth-
er districts of British Columbia, unless
connected with other and vast pro-
jects of extension. But, apart altogeth-
er from that fact, I contend that, to
every part of the Dominion east of Al-
berta, the development of North On-
tario is of as direct and vital import-
ance as that of British Columbia. New
Ontario is the spinal column of Con-
federation. I do not know that I should
carry the figure too far, but I may
speak of the Maritime Provinces as the
head (they will not object to it, as I
have been told that they produce the
brains of the country); in Quebec and
old Ontario we have the arms, the
heart, the lungs; we have the limbs and
feet to the west; but in this New On-
tario we have the backbone of the
whole. Population will stiffen our
backbone.

Some years ago we completed a con-
necting link between the Provinces, at
fabulous expense. We in Ontario re-
cognized the necessity of it, and paid
our, the greatest, share, although we
may have done it with a groan. It was
done years and years before the nat-
ural development of the country would
warrant the expenditure. For what
reason? To satisfy and please the great
west. With all this in mind, when
national projects are on foot, emanat-
ing from that great west, we merely
ask that they should be judged in hon-
est relation to national interests in On-
tario. Take that railway, the Cana-
dian Pacific. In spite of matters of
dispute connected with its origin, its
powers and its management, its inter-
ests are wrapped up with the prosperi-
ty of this country to an extent which
it would be difficult to exaggerate. For
years past it has been dragging its
trains through a wild, uninhabited and
what was regarded as an almost
worthless region. Fill that region with
a prosperous population and what
would happen? The railway would