

nickel industry was thriving, and the recent discoveries in the Magnetawan valley gave further promise. He expected the centre of the iron trade to be transferred to America, and finally to the northern half of this continent. (Cheers.)

The effect of the opening up of our northern country must be very great in the near future. If they could turn the tide of immigration to the north, if they could turn the attention of the capitalists of the old country and the United States to the north, cities and towns would spring up in what were now the forests of the country, and the effect on the markets of Ontario would be incalculable. Mr. Clergue, for instance, had recently stated that he had bought \$1,000,000 worth of goods in Ontario alone.

Lines of Progress.

The Government had to-day presented a bill for the encouragement of the beet-root sugar industry, and before the session closed a bill would be introduced for the improvement of highways. It was proposed to spend \$1,000,000 in this respect, \$100,000 a year for ten years. He hoped also that they might find some way of bringing down a measure to assist in the abolition of toll rolls. (Government applause.) Commerce should and must be free on all their highways. It was also proposed to bring down, if possible, a measure for the encouragement of the dressed beef trade. This would, they hoped, induce the farmers to raise cattle for dressed meat, and so win a large share of the market now controlled by the great Armour and Swift concerns. They expected to get the support of the House in a petition to the Imperial Government for the establishment of a remount station in Ontario. He hoped also that the Minister of Agriculture would secure the abolition of the test of cattle going into the United States, and the raising of the quarantine on cattle shipped to England. (Government applause.) They might also be able to deal with the university question, a large question, involving careful thought and consideration.

The Temiscaming Railway.

The Premier then referred again to the opening up of new Ontario. After paying subsidies for railways they had no control over roads which might be useful to them. It would be, he said, a tremendous obligation to assume the cost of a railway to the north, and no Government in Ontario would have the courage to assume such an obligation. What were they going to do if they desired to get the full benefit of ingress to that country, and which must be got by a railway? Speaking to a deputation recently, continued Mr. Ross, I said that on the Rainy River Railway the Government reserved to themselves the right to regulate the rates for settlers and on settlers' effects. Was that sufficient, or is there any other way in which we can get control of the railway which will more fully meet the wants of the people? At present the trade of the Temiscaming goes to Montreal by the C.P.R., on the east side of the Ottawa River. We could not get Ontario

settlers in by way of Quebec to advantage, and the merchants of the Province cannot get their goods into that country to advantage. It is necessary, therefore, that some means should be adopted for the construction of a railway from North Bay to Temiscaming, a distance of 106 miles. Shall we subsidize that road, or would it be better for the House—and I am not now speaking in a political sense—to vote a sum to ascertain what the actual cost of construction would be, and afterwards to construct it ourselves, retaining entire control over the road from start to finish, leasing it to the Grand Trunk Railway, which we would have to do in order to obtain the connection which would make the trade of that northern country tributary to the older parts of Ontario? If we did that we would own the road, and we could lease it probably for the interest on the cost of construction, and at the end of some time get the margin of profit. The immense advantage to the Province would be that the people of Ontario would control the markets of that new country. (Applause.)

I have no desire to injure Ottawa or Montreal. Both cities get their share of trade, and will continue to do so. If the pine is there and is to be got out let it come down on our own railways; if the pulp has to be got out, let it come down on our own railways. (Applause.) If the settlers want to get out or go in, let them have such easy transportation as will conduct them by way of Ontario. (Applause.) The effect upon all the industries, factories, wholesale shops and pork packing shops will be very great.

I throw this out now, not saying the Government has absolutely committed itself to a policy of that kind. But we must have the courage to take up the task. The pine which would be reached is worth five times the cost of the road. We shall have to consider whether we would sacrifice all our pine. I would like to have the control at some point, and this ownership will practically make us master of the situation. And if the road ultimately went to James Bay, this would place a further distance of 240 miles under the control of the Ontario Government. It would also be a shorter route to the Klondike. It is the duty of the people of Ontario to see that this great patrimony does not pass out of their hands. We are standing here at the very gateway to that great country. For this reason let us see to it that no man shall put up a barrier against the trade that is ours naturally; let us see to it that no corporation shall intercept by discriminating rates or excessive charges the progress which might accrue under a more favorable condition.

Mr. Ross resumed his seat amid loud cheers, and was immediately surrounded by many of his supporters, who congratulated him on his speech.

Col. Matheson's Criticism.

Col. Matheson, who followed, said that the Premier's statement did not place the financial affairs of the Province in their proper light. The Province was not in a position to advance one dollar for any demand upon it un-