

the last Session. He pointed out in strong terms that both by land and water the route of this line was admirable; that the railway would command the traffic of all the country north of St. Paul; that was a cautious statement, and my belief is that it would take the traffic of a considerable area to the southward of St. Paul. This is by no means an Ontario question. The road you purpose to take, and I am not saying a word against it, the 63 miles of your projected line, whether you go to the Sault or to Thunder Bay, would not bring Ontario any nearer to the North-West or any further from it, as compared with Montreal. The interests of Ontario are not different from the interests of Quebec; there is the common interest of carrying the great trade of the North-West by rail, at the earliest possible moment, to the sea, and of getting at the earliest moment a first class summer route for emigrants and freight within our own boundaries. Both these objects are common, and in both we have more than a merely local interest. One plan, the north shore line, proposes to build 650 miles of railway in my province whilst the Sault plan only gives 290 miles of road to be built in it; but any person who, for that reason alone would support the first, would be unworthy to be a member of this House. What we are bound to do is to consider which line is the best for the whole country, and I am sure that no man from Ontario would put it upon any other ground. I contend that my province has nothing like the interest of the Province of Quebec in this matter, but we have the general interest, that interest which we have in common with all the other provinces, in the lightening of the general burdens by minimizing the expenses, by not spending money unnecessarily, by not building this 600 miles over a desolate country which will pay little or nothing which will not be finished for ten years, when at the expense of constructing one-eleventh of that distance you can do a great good, and do it in less than three years. We are interested in doing the best for the North-West, and we are interested in common with all in that. We are interested in the trade and commerce of the North-West, being taxed as lightly as possible, and why? Because we are paying millions every year to maintain the North-West; because it is our direct interest—the interest of all of us—to see the North-West self-sustaining as soon as possible; because its being self-sustaining depends upon a population getting in there and thriving after they have got in; and because their getting in and thriving afterwards depend upon traffic facilities being given in the earliest and best way. And therefore the good rail and water route given by Goulais Bay and Thunder Bay, and the short all rail route given by the Sault line and the Pembina branch, are things which on the score of economy and on the score of the interests of the North-West, ought to commend themselves to every man from every province. We all know where the grain from the North-West will go. It will not go to the Province of Ontario, but it will go where it ought to go, to the port of Montreal; and from thence will come again the great mass of the return freights. All the goods to be imported from foreign countries will naturally be sold from Montreal, because the return cars must be brought from there full or empty, and very much better rates can be obtained under these circumstances for traffic to the West. And as to manufactures, that large class of staple articles which are manufactured in Montreal will, of course, go up from Montreal; and sugar, if only the producers of that article will not place it higher than the article will bear, as well as cottons, woollens, and so forth, will principally go up from that section of the country. Our share in the direct advantage of this trade is, in my judgment, comparatively modest and insignificant. I believe it important to my province, that we should obtain a connection and get a share of that traffic, if we can; we are going to do it, I hope; but I believe—I say it frankly, and I do not say it regretfully—that the great and signal

advantage of the plan I suggest alternatively, goes to the point at which the ocean steamship meets the railway car, and that is the port of Montreal. We will, no doubt, send up some manufactured goods, and we will receive some articles from that country, but the lion's share will go to Montreal. And, I believe, we all rejoice at the prosperity of Montreal. I believe we, from Ontario, are inclined to look at Montreal as our ocean port. For a long time our goods were not only brought, but sold there. We are beginning to do a little for ourselves now; but our relations with that port must always be of an intimate character, and we must believe that anything that advances its prosperity must be of general advantage to all who get and send their goods by that route. Now, I can understand, even if I cannot sympathize with that sort of feeling which, in other circumstances, would be rather apprehensive of trade going south. I could understand the hon. gentleman's putting in a clause saying that no man should build a railway in a particular direction or within fifteen miles from the United States frontier unless he belonged to the Syndicate; I could understand his saying that, if our conditions differed. But, since we have the key of the position, since when the stuff does go south, it must, by the laws of trade, find our shores again by the Sault Ste. Marie, since all that it goes away for is to come back again, since it can only go by another route at a manifest disadvantage, since by that line we are going to tap the American trade, I cannot understand the carrying to such an extraordinary extent the objection to using other people's lines for our own purposes as is implied in the suggestion that it is wrong to have a south-westerly line. I maintain that we will be able to control the traffic of the North West legitimately, and I do not want to control it in any other way. I do not believe we have the right,—speaking for posterity, speaking for the future of a country which you say contains 250,000,000 acres of fertile and habitable land—a country which contains such an area of fertile and habitable land that the largest of our Provinces shrinks into utter insignificance in comparison—we have no right to say, still less have we the right to expect, that the commercial prosperity of that country shall be kept dependent on any other consideration than what will be to the highest advantage to the producers and consumers of that country—what will give them the cheapest route to market. But it is our good fortune that their and our interests will harmonize, because we can not only give them the cheapest route to market, but we can point out to them that their cheapest route to market takes their stuff to our own ports, and takes their imports from our own ports. All we have to do to accomplish that result is to utilize the American lines. Now, Sir, what do they do? Why, Sir, the western peninsula of Ontario is streaked with lines loaded with American traffic. The Great Western has two lines, the Grand Trunk two lines, and the Canada Southern line, carrying thousands and thousands of tons of American traffic. Why do they send it through our country? Because it suits them; because it supplies the best route for them. They do not feel that it is anti-national to go through Canadian territory. They do not feel that there is anything humiliating in it—that there is anything wrong in it. What do we do? Why we send our roads through American territory. The Government the other day proposed to pay £300,000 for the purchase of a line from the Grand Trunk Railway in Canadian territory, on the condition that the money was to be used in such a way that the public interests would be advanced—how? By the Grand Trunk acquiring a line through U.S. territory to Chicago, and properly so, for commerce knows no boundary line in this matter. Commerce seeks to make use of our neighbors' roads—not in order to make connections which might be naturally our own, but in order to make the best, the nearest,