

country, with the increase of prosperity and independence, there will be none of that terrible rush to get a crop out in short time between the harvest and the close of navigation, and the people will be quite content, and even anxious, to hold their crops so as to take advantage of a rising price. No one will deny that that has been the experience in that country. Instead of every man being forced to market his crop at once, the conditions at present are such that every farmer considers his wheat an asset, as a counter in the game, out of which he wants to make the largest amount of profit, and he is not going to throw it on the market at a time when all the products are thrown in the hands of merchants at once, but will hold it with the view of such advantage as may come from a rise in prices. Again, we all know that on account of the extension of banking facilities in the west, it is just as easy to borrow cash against wheat in warehouse there as it is in Chicago. Warehouse receipts will be accepted by any bank. Consequently no man is forced to throw his crop on the market the moment he gets it into his hands. All these circumstances go to show that if any one believed there was an absolute necessity to build a road in the west for the purpose of bringing out the crops at a very hurried rate, he would be labouring under a mistake. We must remember that while the people of the west in August and September are harvesting their crops, all the crop is not going to be used up at once. It is going to last for twelve months. It is grown for the purpose of supplying bread and food to communities, either here or abroad, during a period of twelve months. Why then should it be considered absolutely necessary that that country should be equipped with a system of railway capable of moving the whole crop in a few months? Why should the people, considering the matter from their own viewpoint, considering it from the point of view of the advantage to accrue to them, insist upon throwing upon the market at once twelve months supply, which is to go gradually into the possession of consumers during the entire year? I could not see for my part at any time any adequate reason why this road must be built at once to relieve pressing necessity in the Northwest. If it could be shown that our people in that part of Canada were suffering, and that their suffering would be mitigated by the construction of this road in the west, then I would be perfectly willing to join with the government in giving it to them at the earliest possible moment; but in such case I would imagine some system might be devised that would give the same measure of relief in a much shorter time than the measure before the House. For instance by building a line from Fort William or Port Nipigon—because I do not think it would be any injury to us to have two ports at the western end of lake Superior—to Winnipeg and thence to-

wards Edmonton—which would be a work almost of insignificance compared with the project now before the House—all that advantage which could possibly be conferred on the people of the Northwest by the present scheme would be conferred on them in a very short time. But the measure before the House contemplates a great deal more than that. It loads down that scheme, which might be carried out in the course of a very few years to the advantage of the people, with conditions and attachments which are going to make it a work which can only be executed in a very long time and at enormous cost. There was another reason advanced by the right hon. gentleman why this road in its entirety, with its eastern connections, should be built over the route which he indicated rather indefinitely as lying about the height of land in the central parts of the provinces of Quebec and Ontario, hundreds of miles north of the large settlements and the great cities in these provinces. The right hon. gentleman, and those who followed him, argued that the government scheme will provide a great colonization road and fill up the at present unoccupied parts of these older provinces. For my part, I have never been able to satisfy myself that that is likely to be realized. We know from experience that in the northern parts of Ontario and Quebec, in the parts not far removed from the older settlements, the conditions existing are at least as good and possibly better than those which prevail along the line of the proposed railway. We know that there are millions of acres of land in these districts similar to that which is to be found in the north and perhaps better—certainly not worse—which have railway communication to a certain extent—through which pass the lines of the Grand Trunk Railway and the Canadian Pacific Railway and to a certain extent the government railway, and we do not find these portions of the older provinces becoming filled up by population in such a way as would lead any one to believe it would be profitable or advisable to spend any \$50,000,000 on a colonization road through the northern parts of Ontario and Quebec at this time. There is another reason why we should not be so anxious at this moment to fill up those tracts and by special inducements persuade settlers to go into them. To my mind the proper policy of Canada is to fill up her public domain in such a manner as to give her greater strength at the moment. Her proper policy would be to develop that portion where she will receive the largest share of reward. Every dollar expended in the better parts of Canada must strengthen our country with increased population and increased wealth make us every day more and more advanced upon the road to greatness and national wealth and strength.

If it were in the power of the right hon. gentleman to divert any considerable por-