

of Ontario and Quebec the sound and statesmanlike policy to follow is to run colonization railways from the older parts of the provinces and they put their position against the position we take when we say that the sound and statesmanlike method of opening up these unsettled portions of the country is to put a through line of railway through those territories so that we shall be enabled by means of that railway to make it at least probable that settlement will take place. Let us understand each other. The hon. member for Jacques Cartier and the hon. member for Lanark, one representing the province of Quebec and the other representing the province of Ontario, the two provinces that are most concerned in regard to this proposition, say that it is wrong because we propose to put a through line through the northern part of Quebec and through the northern part of Ontario, instead of building colonization railways up from the older portions—and stopping there. Stopping in the woods, stopping nowhere. The policy which is advocated by these hon. gentlemen, if pursued, would, in our judgment, not result in the settlement of that country for many years. I ask the House to compare these two lines of policy. If you cannot do any better in opening up the northern parts of the provinces of Ontario and Quebec, build a colonization railway up there. It will help. The Temiscamingue railway is a meritorious enterprise. It will develop the country, slowly, it is true; it will help towards the development of the country, but I ask hon. members of this House to contrast the development that is likely to take place from two lines of railway, one running from Quebec and the other from Ontario in these respective provinces, to contrast the development that is likely to take place under the policy advocated by my hon. friends with what is likely to take place if we send a transcontinental railway longitudinally through that district, and if we place that district not upon a back street, not away in the woods where nobody can see it, but on the main artery of travel, upon the transcontinental line. When the trade of this line is developed the staff of men who will be required to operate this important railway will be of itself an important nucleus of settlement within that district and the supplies which would be required of one kind or another and the work which gathers around the operation of a great railway will be the very best nucleus of settlement, the very best stimulus,

and it is certain that settlement will take place rapidly. I think when the matter is placed before the House there will hardly be any difference of opinion that we will see these northern territories of the provinces of Ontario and Quebec settled much more quickly under the policy which we propose than under the policy which our hon. friends opposite have advocated. Then, my hon. friend from Lanark—I was rather surprised at him criticising this scheme—asked: What is to become of my province, the province of Ontario. I do not know what my hon. friend considers to be a grievance. We have in Ontario a great undeveloped territory, almost an empire, a territory as long as from Windsor to Montreal and as wide as the fertile portion of the old province of Ontario. We have in the St. Maurice valley of Quebec one million acres of land open for settlement. Ontario is confronted with the task of developing the great territory to the north, she is confronted with an enormous task, a task for which the resources of a provincial government will be taxed in order to carry it out successfully and this government without asking for a dollar from Ontario, except such as is her share of the general contribution, inaugurates a scheme to put a transcontinental line of railway right through the heart of that territory; yet, my hon. friend from Lanark has nothing to say in regard to that proposition except that there is a grievance on the part of the province of Ontario. If my hon. friend thinks that is a grievance on the part of the province of Ontario—he is generally a man of pretty good sense—I think he will find he has made a mistake this time and I think he will find that the people of Ontario, when he goes out amongst them, will not agree with him in regard to that proposition.

Wheat Traffic for the New Line.

It has been suggested to me at various times that I should make a remark or two about the question of the wheat traffic of this line. Manifestly, Mr. Speaker, no man is called upon to make any definite or specific prediction in regard to the wheat traffic. When the hon. leader of the opposition made the statement the other day that the Canadian Pacific railway had handled last year forty million bushels of wheat and that only two and a half million bushels went all rail, I queried the statement and I made up my mind that my hon. friend had not been