

tropolis in touch with that great inter-ocean line of railway! What wonders would it not do, from the standpoint of immigration, agriculture, industry and colonization generally, throughout those unexplored districts. It would be a repetition of what the Canadian Pacific railway accomplished in the Canadian west, which is largely indebted to that company for its development.

Promoters and business men are anxious for a settlement of this question. What has been done in the past should be our surest guide for the future, and I cannot insist on it too strongly, our future prosperity lies in the development of our means of transportation. Right here I may be permitted, Mr. Speaker, to quote an opinion recently expressed by an eminent engineer, and which I select purposely among others, because I take it to indicate clearly, notwithstanding its brevity, not only the desirability, but the necessity of such development. 'The ability of the manufacturer and business man, the wealth and resources of a country, however great, are not sufficient by themselves to ensure success. It is, furthermore, necessary that the public means of transportation to the distributing points should have their full development. Under certain circumstances, the reduction in the cost of transportation may become the main factor towards cheap products.'

It is that same progressive policy which has induced the Minister of Marine (Mr. Brodeur) to exert himself to the fullest extent with a view to developing that means of transportation which has been so aptly termed 'the St. Lawrence undertaking,' and also with a view to pushing ahead the deepening of the channel to a uniform depth of thirty-five feet. Thus better lighted and made still safer, that route, 110 miles shorter than that connecting New York and the Great Lakes, will challenge all competition and carry the ocean, as it were, to the very heart of the continent. The outcome will be that underwriters will have to cut down their rates and exporters to ship their goods through our territory and over our waterways. If I dilate somewhat on that point, it is on account of its evidencing on the part of the government an unrelenting desire to improve and make perfect that public means of transportation.

Parliament is to be called upon to consider in the course of this session a Bill amending the Banks Act, and another amending the insurance laws. Both sides of the House agree as to the desirability of such legislation. That will dispense me with going into an examination of the provisions of these Bills, the wisdom of which all readily acknowledge, resting as they do on an uncontrovertible principle of equity and justice. That, of course, does not detract in any way from the credit due to the

government for the spirit of fairness shown under the circumstances.

That same spirit of fairness will be instrumental in putting a stop to the formation of illegal trusts and monopolies, an abuse which has been going on for some time past and which should not be tolerated in this country.

Let me now take up another point in the speech from the Throne; that of naval defence. I quite realize that this is in many respects a difficult, I might say, a thorny question, considering the rather extreme view of it taken by some people. At this turning point in our history, one cannot but be moved by what the historian terms the uncertainty of human events. It was to be expected, then, I was going to say it was unavoidable, that numerous objections should be forthcoming and a diversity of opinions expressed following on the announcement of the carrying out of that measure which the Canadian people have been considering for years past. However, as Guizot puts it, 'One must keep up with the times and with the trend of events, and be courageous enough to speak out the whole truth to one's countrymen and contemporaries.'

We claimed and obtained from England the right to conclude our treaties. That monument dedicated to the business interests of our country and over whose frontispiece we read the Franco-Canadian treaty, a treaty which we will be called upon to ratify in the course of this session, is not the less advantageous. We boast, and rightly so, of being in full possession of the privileges of democracy; we occupy in the business world a most enviable position; we proclaim through the mouths of our public men, here and in foreign lands, that Canada is large enough, rich enough and proud enough to cease remaining a colony and to become actually a nation. Notwithstanding which we would leave to others the task of protecting our frontiers, our territory, that growing trade and the routes followed by it, those coasts where our fishermen and merchants have shelters and safe harbours. We would close our ears to that mysterious voice which entices youthful nations to take the necessary means for ensuring their growth, from the material as well as from the moral standpoint! No, our statesmen, anxious for the welfare of Canadian interests as well as for the welfare of the interests of the mother country, for over a century the defender of our rights and franchises, our statesmen, I say, have been urged solely by a sense of national pride and self-respect, when, after listening to the various views voiced from divers quarters, they set aside the proposals of those who were favourable to a direct contribution towards the support of the Imperial navy, as well as the senseless prop-