

years discussing the proposal, and here we are at the end of that time still wrangling. Let us do something. I cannot speak from the standpoint of a westerner, but speaking as a resident of Ontario and one who lives in the east, I say that the great desire of the people of this province to-day is to get to Hudson bay and to James bay. It is their desire to extend the Temiskaming and Northern Ontario Railway so as to get into those two great watersheds, which are second to none on the American continent apart from the St. Lawrence. The important feature about these two watersheds is that some of the greatest rivers in America flow from them. There is a passage in the Bible which claims for the waters of Aban and Parphar, rivers of Damascus, a superiority to the waters of Israel. Can we not make a similar claim for these watersheds in western Canada in comparison with the waters in other parts of the country? The hope of Canada lies in the north. The poet has said:

Westward the star of Empire takes its way.

I say this: Northward the star of progress in this Dominion takes its way, and the most promising part of Canada to-day is the northern country. Not only Ontario but the province of Quebec as well wants access, through the extension of the Temiskaming and Northern Ontario Railway, to James Bay, and one railway will do for the two provinces.

There are more resources in that part of the country than almost anywhere else and they are lying there waiting for development. Most of the valuable things we have in Canada have been discovered in the west. It was the Temiskaming railway that was responsible for all these discoveries in the way of minerals. Sudbury, and the railways have also brought about the development of the pulp industry and the prosperity of the wheat fields of western Canada. There is therefore no way in which this country can be made to prosper except through the providing of means of communication. In so far as we have established lines of communication we have succeeded. The question is not altogether irrelevant, why so many of these clubs like the Kiwanis, for example, are coming here so frequently. We have natural attractions which they lack in the United States. Comparing one country with the other I see in Canada potentially the richest section of the American continent. I am not going to despair of our country. Three or four governments have tried to settle this question, and they have all realized to what an extent political intrigue can de-

lay progress in any country. I am prepared to give the government a chance to go ahead with their estimates, and perhaps, as has been suggested, this railway might be tested as a colonization road. The important thing is, however, that we do something. It has been said that grain might have to remain in the elevators at Hudson bay over the winter. I do not quite accept that view; but even if the grain had to be stored for a time it could be moved and shipped. Certainly no grain will ever remain there six months. It may be tied up for a short time, but, as I say, it can be moved and in any case we shall have solved the problem to some extent in building the road.

People are apt to call this a God-forsaken country; they say there is something wrong with it; the climate is against us. Well, there are lots of things that are in favour of the country and if there are problems to be solved we can face them and solve them. Take for instance the difficulty in connection with ice; I do not regard this as insuperable. Indeed, I am as sure of this as I am of my own existence, that in five or ten years' time the scientists of the world will find some way of ridding the navigation of harbours of the obstacle which has now to be faced in this direction. Every day marvellous things are being done. Who would have believed thirty years ago that such a thing as the telephone was possible? Yet it has come—communication through a wire. Now a beam does everything, we have wireless communication, and it is most effective. And science is going to do something to further solve the transportation problems of Canada.

Let me tell my friends here what happened the first winter in the settlement of Quebec three hundred years ago. I was reading the other day the Jesuit Relations, and I came across this passage:

Si'l y a du froid il y a du bois pour nous rechauffer.

If it is cold here we have wood to warm ourselves.

Now that ought to be the attitude of us who are trying to solve the problems of Canada to-day. Let us take example from those Jesuit fathers. They did not ask for a ship to carry them home because they had winter ahead of them; they went on cutting wood. We have any amount of resources. Year after year we are cutting down a lot of our pulpwood, but science tells us to go in for reforestation, and by a proper system of replanting our cutover areas we shall have a constant supply of wood. I have studied that north country carefully, and I have no hesitation in saying that we have more