

advantage of the hon. gentleman who has just taken his seat (Mr. Vrooman) and who has delivered such a painstaking address, but I am a practical business man and viewed in the light of my experience as a business man I would ask this House in the first place where would Ontario be to-day if it were not for the Grand Trunk Railway, and where would Canada be to-day if it were not for the Canadian Pacific Railway. I have heard hon. gentlemen on this side of the House complaining of the exorbitant charges that were made in connection with the Canadian Pacific Railway, but notwithstanding that I say the national side of our country has been greatly advanced by the construction of that railway. Where would the North-west Territories be to-day, what would be the state of our iron mines along Lake Superior, of our nickel, silver, and gold mines if it were not for the Canadian Pacific Railway? In the light of our experience with that great transcontinental railway I think we can view with favour this proposition which is designed to open up a part of Canada which is comparatively valueless at the present time because of the lack of transportation facilities. Perhaps we have not all the information we would like to have in regard to that country but this scheme will help along the march of progress and I think the country will be of the opinion that the government have not grappled with the question an hour too soon. It may be considered by some people that this proposition has not been matured, but when it is remembered that the Grand Trunk Railway Company, which is a strong financial corporation, believe that it is going to be a paying enterprise, I think the government are justified in saying: Well, if you consider it a wise proposition we are prepared to meet you. The government did meet the Grand Trunk Pacific and they have made what they considered to be a good bargain. People may calculate and say it is going to cost a great deal more money than the sum which has been stated but that is only a surmise. I contend that the government have made an excellent bargain with the Grand Trunk Pacific. They are going to build a railway from Moncton right through to the Pacific coast and they are going to open up new country. We do not know any thing at all about the hidden wealth of that country, but we know there is good land adjacent to a great portion of the route to be traversed. I know that in the upper end of my county there is an immense quantity of land available for settlement waiting for railway facilities. We little know the riches that we possess. We little knew what we possessed along the Canadian Pacific Railway and we little know what we possess in this northern country to be opened up by this new railway. Providence intended that country for some purpose. When I first went to Pembroke

some forty years ago the surrounding country was looked upon as being comparatively valueless, but it is now, I may say, the garden of Ontario. I know what I am talking about when I say what has happened there is going to happen all along the line. I do not undertake to say that this new railway is going to cheapen the cost of taking wheat from the North-west Territories to the sea-board, but it will give us a new line of communication between the east and the west and it will develop sufficient local traffic to make it self-sustaining. The Grand Trunk Pacific people think so themselves. In that view I am strongly in favour of the project that the government have propounded to the House. It is true that a member of the government, the hon. ex-Minister of Railways and Canals (Hon. Mr. Blair), did not see the question exactly as his former colleagues have seen it. He took issue with them. He is very much interested in the Intercolonial Railway. He has adopted certain views and those views he has carried to the extent of resigning from the cabinet. I do not find any fault with him for that, he has a perfect right to carry out his convictions and I do not pretend to criticise him. I have had the very highest opinion of the ex-Minister of Railways and Canals. I believe he was honest in his convictions, when, because he could not fall in with the views of his colleagues, he withdrew from the government. He has a perfect right to do that. That is his privilege. As far as the ex-Minister of Public Works (Hon. Mr. Tarte) is concerned, he spoke largely the other evening about developing the great water-ways of the country. I am in favour of that myself. I do not want to take up the time of the House by going into that feature of the question at any considerable length. I introduced a motion in the early part of the session in connection with the Ottawa and Georgian Bay canal. I want all the railways we can get in Canada. If we want to make this country what it is destined to be, if we want to populate the country, if we want to see our resources developed, we have to encourage all these enterprises. We should not be afraid of the cost. Suppose that it does cost \$100,000,000 or \$150,000,000, what is that compared with the revenue this great country will derive from the outlay? Some hon. gentlemen talk about cheap freights. I say that what we want are people. Give us population; give us plenty of people. This new line will have passenger traffic as well as freight traffic. We do not know what the character of the scenery in that country may be. We do not know what amount of tourist traffic there will be, but if this line is built it will attract a great many travellers and it will also attract settlers by which the country will be peopled. I do contend Sir that if there is one thing more than another which should engage the attention of parliament it is the improvements of our water-ways. That