

history of the Grand Trunk as concerns its building of railways through the older provinces. They have built a great many miles of railway, and made many improvements on their lines, and to my mind it is a very important matter that the Grand Trunk Company should take hold of this Grand Trunk Pacific Railway and becomes so closely identified with it. I think that fact ensures the building of the railway and its proper operation.

Now there are a few points which have struck me in this debate on which I supposed that the members of the House were agreed. One of these is that there is need of more railway communication between the east and the west of this Dominion. During the past two sessions and the former part of the present session, I do not think there was any member of the House but thought that there was a necessity for more railway communication of some kind between the east and the west. You remember the pitiable stories we have heard from members of the west about the blockade of wheat and other products out there, not only of the difficulty of getting freight out of that country, but of the equal difficulty of getting it into that country. We heard in the former part of this session about merchants out there who had ordered goods from the east, and who were weeks, and weeks, and weeks before they could get those goods which they wanted, and place them upon their shelves to sell to the people. I thought this was something in which people were generally agreed; but to my astonishment, in the early part of this debate, I found that was not the case. Unfortunately, I think, for the opposition side of the House, it was the sixth day of the debate before the leader of the opposition announced his scheme, and during those five or six days previous, the opposition seemed to be floundering around hardly knowing what course to take. They were all opposed to the scheme of the government. Well, I suppose they would have been opposed to any scheme brought down by this side of the House. Until the leader of the opposition came down with his scheme, those of our friends opposite who had spoken, tried to make us believe that there was sufficient communication at the present time between the west and the east, that there was no necessity for any further railway building, or anything of that kind. However, after the leader of the opposition brought in his scheme then they all fell into line. I do not think it is fair on their part to pretend that it is only this side of the House that are under the party lash, because I think they were whipped into line to follow the opposition leader about as quickly as anything I ever saw in all my experience in this parliament. Previous to the announcement of his scheme, each man of them seemed to have a little

scheme of his own, but as soon as their leader brought down his scheme we did not hear them any more speaking at cross purposes, because they all fell into line—which I suppose they should do, because their leader is supposed to give more attention to these matters than they do. Now if they are so willing to follow their leader, I do not see why they should object to those on this side of the House following our leaders—not a single man, but a number of men who are looking after the affairs of this country.

A good deal has been said regarding the route through which this railroad, as a colonization road, is to run. I think we should be all glad to see that fine country in northern Quebec and northern Ontario opened up for settlement, because I think the great burden of the evidence that has been placed before us is to the effect that that is a valuable country. I was much pleased to hear the quotations that were given by an hon. member, I think from one of the ridings of Essex, from the articles in the 'Mail and Empire' blaming the Premier of the province of Ontario because he was not opening up the northern part of Ontario as quickly as they thought he should, and nobody will doubt the soundness of the 'Mail and Empire' in the Conservative faith. That hon. gentleman told us of the number of millions of acres lying in this clay belt that we have heard about and that the 'Mail' wanted to be opened up. Now the opposition members in this House speak disparagingly of that part of the country and say there is no good land there, that it is all muskegs, that you could shove a pole down fifty feet deep, or some such distance—I understood one of the members to have made a statement of that kind. I am satisfied that if any unbiased person came into this House and listened to the debates, he would conclude that the burden of the evidence proved that the country through which this road is going to pass is a good country. So I think that as a colonization road we may fairly assume that it is going through a good country, a country that requires to be opened up, a country that is fit for settlement and that will add very much to the wealth of this Dominion.

A good deal of fault has been found, I think in a small way, with the terms of the agreement. I am not a lawyer, but I have seen agreements occasionally, and I think I can see the hand of our Minister of Justice in the way this agreement has been drawn up. I think in a matter of that kind we can trust the Minister of Justice, and I think other lawyers in this House might fairly take it as being well done. I notice all the lawyers in the House defer to the opinion of the hon. Minister of Justice, and they have good reason to do so. The agreement as drawn up, and which is now be-