

## TO DEVELOP ONTARIO'S NORTHLAND

The Province of Ontario has a magnificent asset in its northland. That asset has been allowed to lie largely dormant for nearly seven years.

The Liberal policy calls for activity and enterprise where there is now lethargy and stagnation. The first step promised is the creation of a Department of Immigration and Colonization presided over by a Minister who will give his whole time to the development of the north. The extension of the People's Railway to Hudson Bay, thus giving all Ontario a seaport of its own, is also proposed, together with the building of branch lines wherever required. With all this it is proposed that the railway shall be subject to the same control as other railways, through the Railway Commission, in the matter of freight rates, etc., and that persons having grievances against the line may bring actions for recovery without first obtaining the consent of the Attorney-General.

In dealing with the actual problem of settlement there is promised more liberal grants for roads; loans to settlers on the security of their holdings; special aid to pioneer schools. For the miner and prospector there is promised reduced fees for recording, greater stability for titles and an eight-hour day for underground workers.

It will be recalled that when the Liberal Government proposed the project of a government-built and government-operated railway, the then Conservative Opposition did not receive the suggestion kindly. Amid carping criticism the great work of opening up the practically unknown hinterland was inaugurated. Sir James Whitney himself was among the severest critics and scornfully designated the district as "the land of the stunted poplar." But Liberalism persevered in its project, and the Temiskaming & Northern Ontario Railway was constructed with a view to open up communication and assist in colonizing the vast unsettled northern country, which promised big agricultural possibilities. The discovery of Cobalt and other centres of mineral wealth was directly attributed to the construction of the new railway. Cobalt sprang from a railway siding.

When the Whitney Government entered office Hon. Frank Cochrane, whom the Conservative Toronto Telegram describes as the "Rip Van Winkle" of the Administration, was appointed