

await the just renewal of the Dominion government's bounties to further contribute to the incalculable mineral wealth of the district. Let us not forget that the development of our mining industry will soon be one of our most valuable assets making for the return of old-time prosperity.

Already this prosperity is being felt. Thanks, indeed, to a more firm stability of the European countries, thanks to a better international feeling, we may look forward to days less beclouded than those we have just emerged from.

But our reasons for this hope are still closer at hand. They become, in a way, apparent on the simple inquiry into the wise and well balanced policy that the present government proposes to pursue. You are aware, Sir, that the Canadian people rejoice over the reassuring news of a policy fostering commerce, industry and agriculture, together with a policy of strict economy. And it is especially our farmers and the wage earners, I mean, those upon whom the burden of taxation falls the heaviest, that applaud the successful efforts of our present rulers. Confidence revives on the farm and in the workshops, and I have no fear in asserting here that such confidence will not be in vain.

No doubt, in order that the financial world should participate in that ever increasing sense of security which is met with in the farmer and the workman, some reform will be necessary, but they shall take place when the time is ripe for such changes. Our banking system will, no doubt, cause the government to thoroughly and immediately investigate. They will endeavour, by wise legislative measures, to stamp out, where they may exist, certain suspicions, nay even certain fears inspired by recent and unfortunate financial failures. Convinced that stability cannot otherwise be established, the government will endeavour to consolidate a banking system where nothing will be left to chance, and where the business man, the farmer and the wage-earner will be equitably protected in their savings.

As everything bears a relation to one another when it is a question of making a country prosperous, the government will take every possible opportunity of keeping a close watch on agricultural progress and helping its normal developments. Such foresight on the part of the government will be the more justified because agricultural conditions in the West, notwithstanding the exceptional abundance of the recent harvest, have not brought that prosperity which was expected and have even left the western farmer in a

more difficult financial situation than the previous years.

If it was now deemed necessary to review the industrial development of the east, one would be inclined to acknowledge that it depends largely on the more or less prosperous conditions of the eastern and western farmers, who are large consumers of products and contribute greatly to the commercial, industrial and financial expansion.

However, there exists another cause for the progress and prosperity to which I want to draw for a moment your attention. How much have we not deplored within the past few years, the enormous drain which our National Railways effected on the public funds. Nevertheless, to the great satisfaction of all, these distressing deficits of our state railways are transformed from month to month into surpluses which are playing an important part in our finances.

As a result of an energetic and wise railway policy, the national debt has decreased instead of increasing and even the ultimate financial success of our important routes of communication is anticipated. Indeed, the public has not failed to appreciate the improvements in our railway service, and in all possible manner has it generously given its support. Everybody now wishes to travel on the state owned railways, and all are desirous of confiding to their care the transportation of their merchandise.

There, however, exists another problem to which the government will devote their earnest attention and that is the problem of the St. Lawrence waterway. I do not wish to discuss anew a question which has already been debated at length. On the other hand, I should feel remiss to my duty if I remained silent on so important a question. Indeed, one must not lose sight of the civilizing influence the St. Lawrence exerted in our history. Explorers, missionaries and pioneers followed that great inland artery. The whole of our national history is linked, so to speak, to this wide fluvial route, unsurpassed throughout the world. For this reason must we congratulate the government in not acting too hastily, when it is a question of safe guarding, on that route, our most sacred interests. In appointing a commission composed of Canadian engineers, the government will have the backing of all those who have had knowledge of certain subsidised propaganda foreign to Canada, a mischievous propaganda, on behalf of an undertaking which not only would entail an enormous capital expenditure and maintenance charges, but which might