

this further statement: 'I would not leave to parliament or the Cabinet either rest or intermission until I had forced both parliament and the government to adopt a policy, energetic, definite and well defined.' Have these gentlemen done so? 'We are,' continues the article, 'proceeding in the proper direction, but we are not proceeding fast enough?' What guarantee have we that we shall proceed with any more speed? The question is retarded for another session; and, though we are given information about the crops concerning which we long ago knew as much as do these hon. gentlemen; though we are informed that Marconi has been here and other commonplaces of this description, yet, on this important question we are left utterly in the dark. And my hon. friend (Mr. Borden), who dares to suggest that there is something missing in the Speech from the Throne, is told that he must have slept badly, that he must have poor digestion or must be suffering from loss of memory. 'The St. Lawrence is the shortest route between the west and the great lakes and the markets of Europe, but, as we know, until now, we have had a commerce in our own country which, compared with the commerce of the United States, may well be called insignificant.' That is true. And that is why it is so urgent that, since we have the shortest route and every natural facility, the government should take steps to secure the welfare of this country by increasing this trade. That is why it is so important why the government should give us their views upon this subject and make this the paramount question of the day. 'We transport to Europe but a very small portion of our own produce, New York, Boston, Portland, Buffalo, do a considerable part of our exporting. This autumn, Buffalo has received nearly 5,000,000 bushels of Canadian wheat, of 12,000,000 bushels which have been carried to Fort William by the Canadian Pacific Railway. It would be interesting to know what proportion of the balance of 7,000,000 has passed through the St. Lawrence route, because these 7,000,000 have been distributed between the different ports of Canada, the ports of Georgian Bay particularly. And most of these ports are used by the Grand Trunk, which has made its principal terminus at the port of Portland.'—thanks to the neglect and carelessness of these gentlemen, who, whilst they were treating with the Grand Trunk for the Intercolonial Railway and bonusing the Grand Trunk Railway for the construction of the Victoria Bridge, never for a moment thought that it was necessary to secure the terminus of that national highway—for so we may well call it—within the limits of our own territory. I am quoting the principal parts of this article in support of my claim, that, in neglecting to give us their policy on this question, in failing to make this the paramount question during the present session, the govern-

ment has failed to perform its duty. 'We had,' the minister says in that article, 'no proper arrangement of our own ports. We had no terminal facilities. New York has magnificent terminal facilities. What had we at Montreal? What have we at the present hour? And, I refer to Montreal not because I happen to live in that city, but because it is such an important point on our national highway to the sea. I refer to it because of its importance to us all as Canadians and not alone to those who live there. What have we at the present hour in Montreal, what have we at Quebec and at Three Rivers along the St. Lawrence route? Numerous accidents have caused us great damage in rendering the insurance rates almost prohibitive during the most valuable time for transporting freight, the autumn.' And the hon. gentleman continues by stating that, within a couple of years, we shall be in an irreproachable position in so far as the navigation of the gulf of St. Lawrence is concerned. 'Quebec and Three Rivers,' says the hon. gentleman, 'are being studied.'

The necessary work will be executed there.

But we have no statement whatever from the government in regard to its policy in respect of those works, and in fact nothing whatever in regard to that important question of transportation. After having given in this same article figures, which I will not quote to the House, to prove the absolute superiority of our own route over any other on this continent, the hon. minister goes on to say:

The very day after French River will have been improved in such a way as to give a 20-foot channel upon the whole course of that river, 25 to 30 million bushels of wheat will be accumulated along the shores of Lake Nipissing in the two months of autumn during which the transportation of this important cereal can be done most effectively and most usefully. Let us not forget that Lake Nipissing, that the French River, are bound to Ontario by a branch of the Grand Trunk Railway from Callendar to the capital of the sister province. The improvement of the French River is therefore, in my opinion, a matter which is most urgent and of immediate importance. It is an affair of \$4,000,000 at most, a bagatelle of \$125,000 in interest per annum.

Then, after continuing to point out the absolute necessity for immediate action upon the part of the government, the hon. gentleman concludes as follows:

I am not a member of parliament, I am nothing but a Minister, which makes all the difference in the world.

And, indeed it does, Mr. Speaker, because in spite of the assistance which the hon. gentleman might have expected from those around him in carrying out all, or part at any rate, of those improvements which are absolutely necessary, which we require, which are essential to this country, he received no more assistance than he has from the gentlemen who surround him in the de-