

seaports of the East the crops which grow there. In the face of this state of things, is it not a patriotic duty laid on the shoulders of the Government and also upon the members of this House to see, as far as possible, that we have every benefit we can get from the hauling of the grain from the Northwest down through the eastern portion of the Dominion of Canada? I am a strong believer in a policy which would force, as much as nature would permit, every bit of the grain produced in the western provinces to come down through Canadian territory and help to build up our seaboard towns on the Atlantic and on the St. Lawrence river.

Those were the views of all Canadian public men at that time. The question of transportation has always been considered a national one, and it has always been considered that we are obliged to encourage our national ports. Mr. Casgrain was a member of the Opposition at that time, and he was speaking to the Liberal party. That was in 1903, and what was true then is still true. He concluded his speech as follows:

Hon. gentleman opposite, I am convinced, desire as strongly as we to see our own ports built up, but, judging by the experience of the past, if our western traffic should become diverted to American ports, it will be exceedingly difficult to bring it back into Canadian channels and Canadian ports, either on the Atlantic or the St. Lawrence river. Some time ago we were told by a gentleman of undoubted authority in railway matters that our spouts were too small for our hopper. Well, now is the time, Mr. Speaker, when we should enlarge our ports on the St. Lawrence and Atlantic coast. Now is the time when we should make our spouts sufficiently large to receive and to distribute everything that comes from the West. Now is the time to provide means for bringing the enormous products of the West to our town ports.

These are eloquent words, but now is the time to show that they are not merely words.

Hon. Mr. CLORAN—I have very seldom listened to a speech in this honourable House that has appealed to me more profoundly and more sincerely than that of the senator who has just resumed his seat. I suppose this is due to the fact that I am in a position to endorse every word that he has stated, and every word stated by the authorities of the district in favour of the people whom they represent. I know the facts, because I passed through the district. The hon. senator has touched a most vital spot in the administration of the public affairs of this country, especially under the control and command of the Railway Department. This country of ours depends on honest toil represented in hardy, strong colonization, and there is nowhere in Canada—probably on the face of this whole earth—where more hardy and honest colonization is performed, against the most rugged difficulties, than in

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the province of Quebec. The province of Quebec stands out, an illustrious star, in paving the way to civilization. Her sons three or four hundred years ago, and up to to-day have hewn down immense forests, have made the deserts bloom, and the sand hills bear fruit. That has been the work of the French colonizer in the history of Canada. Nowhere on earth has a man to face so much difficulty in securing a foothold on the soil, than in the province of Quebec—what is left of it now—in its mountains and in its gorges, and it is the hardy hand of the toiler that brings down the trees and burns the roots, and then sows and plants a few potatoes, and a little barley, and buckwheat. That is the beginning of colonization. Up to some few years ago the Provincial Government undertook to pay the expenses of the transportation of these products to domestic or foreign markets. When the country grew large, prosperous, and rich, it undertook to build railway systems, in aid of the farmers, who work and toil hard from three or four o'clock in the morning until 7, 8, 9 or 10 o'clock at night. This federal power, in alliance with the provincial powers, established a number of railway systems, where that product, obtained by so much hard work, was transferred to the provincial or federal market. The latest attempt along these lines was laid by the late Government of Right Hon. Sir Wilfrid Laurier. It was a tremendous task. Canada had already a vast, expansive Transcontinental railway system; another one was under way; the Government of the day undertook to give to the farmer, not only of the East, but of the West, a means whereby that hard-earned product would get a fair show, either in the home market or in the foreign market. It was a tremendous task for Canada with a paltry population of six and a half or seven million to undertake, but under the direction of Sir Wilfrid Laurier and his Government Canada took hold and endeavoured to push that railway from Halifax to Vancouver. The undertaking was applauded by the country; it was endorsed at least on one occasion at a general election, if not on two. The building of this Transcontinental railway—a hybrid, I am very sorry to say, the Government, not having undertaken it on its own initiative, but taking the poorer half and letting the richer half go to the country—was endorsed by the people of Canada. This is a matter which, according to the remarks of the hon. gentleman, works to the disadvantage of a large section of