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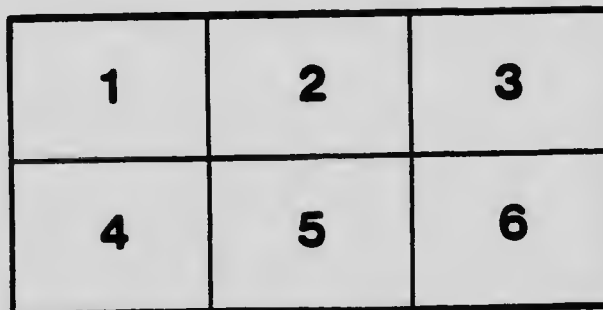
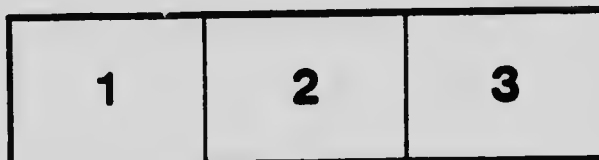
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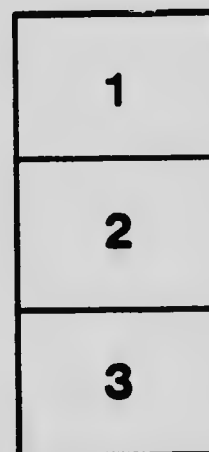
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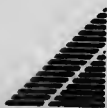
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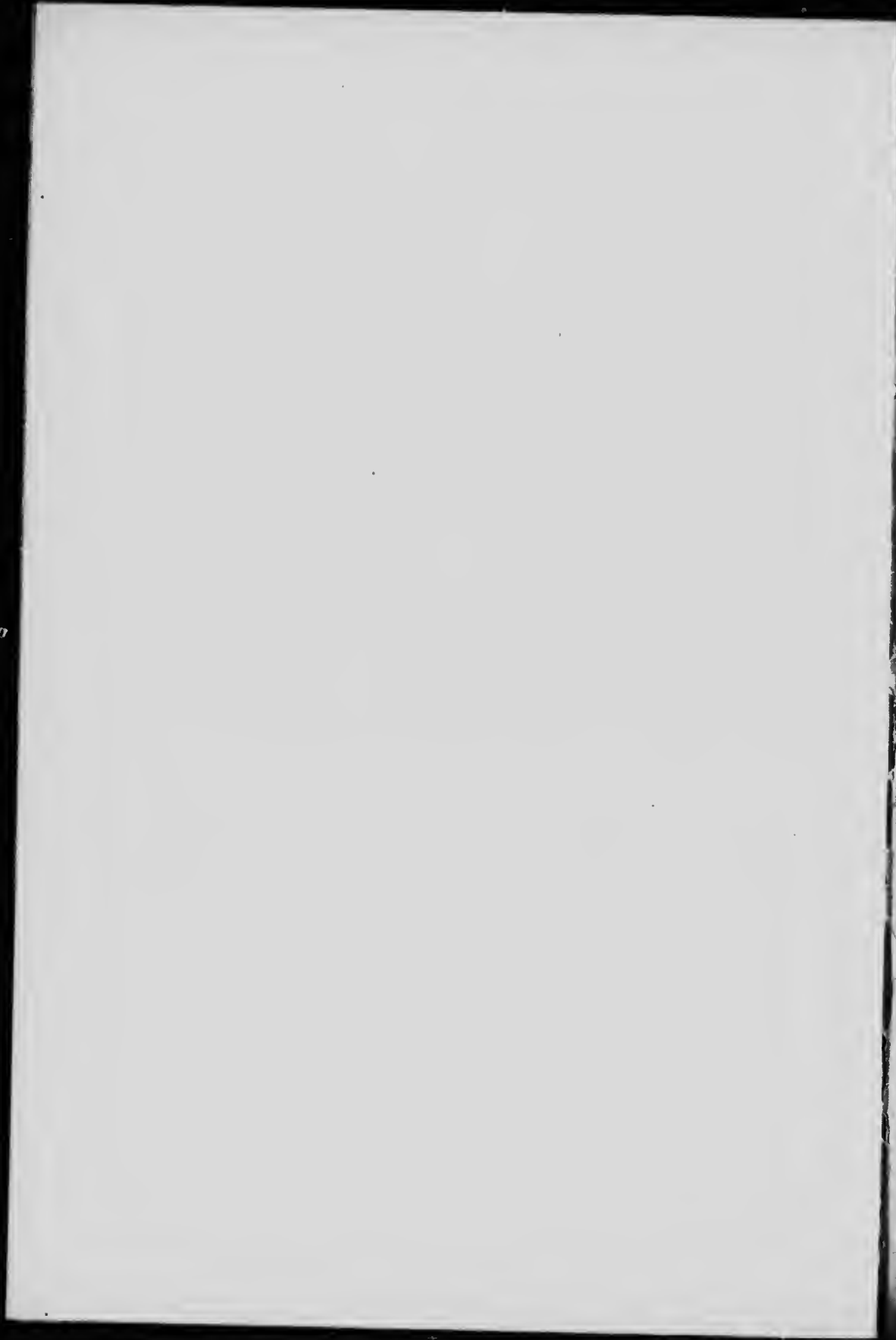
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✓ SPEECH
OF
MR. C. N. ✓ SMITH, M.P.P.
(Sault Ste. Marie),

During the Debate on the Bill
Guaranteeing a Loan of \$2,000,000 to secure
Completion of the Algoma Central Railway and
the Revival of the Allied Industries
at Sault Ste. Marie,

✓
DELIVERED IN THE ONTARIO LEGISLATURE
ON WEDNESDAY, APRIL 13TH, 1904

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SPEECH

OF

MR. C. N. SMITH, M. P. P.

(SAULT STE. MARIE),

DURING THE DEBATE ON THE BILL
GUARANTEERING A LOAN OF \$2,000,000 TO SECURE COMPLETION OF
THE ALGOMA CENTRAL RAILWAY AND THE REVIVAL OF THE
ALLIED INDUSTRIES AT SAULT STE. MARIE,

Delivered at the Ontario Legislature, Monday, April 13th, 1904.

MR. SPEAKER:—

I scarcely know how to begin my speech upon this all-important issue to four-fifths of the Province of Ontario. I came into this House under a cloud, so I have understood from honourable gentlemen opposite, and have been kept under a cloud by them ever since I entered the House. And from the remarks that have fallen from honourable gentlemen opposite, I have almost come to the same conclusion that other public men on this side of the House have frequently expressed, that it does not pay; that it is not worth while to give one's time in the interests of one's Province. I feel justified, Mr. Speaker, in referring to the recent visit before the late election at Sault Ste. Marie, of the Honourable the Attorney-General and the Honourable Minister of Education, because their visit was called in question last evening by the honourable the leader of the Opposition, and I want to say this, that while a certain newspaper in the city of Toronto has said that the name of the honourable the Attorney-General of Ontario will always be held in execration by the people of Sault Ste. Marie, that the contrary, Sir, is the fact. (Applause). The name of the honourable the Attorney-General of this Province will always be held in the highest respect and in the most grateful esteem, by not only the people of the town of Sault Ste. Marie, but by the whole of the people of that great north country. He has been most scandalously misrepresented by the press of this city, most scandalously misrepresented by members on the opposite side of the House, but it is perhaps only a repetition of history. History frequently repeats itself, and the honourable the Attorney-General of this Province, like very many of the great leaders of the Liberal party in this Province of Ontario in the past, will, perhaps, never know;

will never know, I say, how much good he has done to this Province, but his children and their children will know. (Applause).

The visit of the Honourable the Attorney-General and the Honourable the Minister of Education to Sault Ste. Marie, occurred some four or five days before the bye-election. They were followed a few days later by the honourable the leader of the Opposition and his first lieutenant. The honourable the Attorney-General told the meeting which he addressed that these industries were going to be re-opened. He did not tell them so because he was there as a politician. (Opposition: Oh, No!) My honourable friends laugh. They are surprised to know that this Province can produce men who can rise higher than politics. (Applause). He went there not only as a politician, but he went there as a Minister of the Crown, charged with those greater responsibilities of looking after the interests of the people of this Province, no matter whether there was a bye-election in sight or whether there was no bye-election to be held for any time to come. I want to say, sir, that the honourable the Attorney-General scarcely needs any vindication at my hands, but I do want to be heard, and I want the people of Sault Ste. Marie to know what is being said on the floor of this House against the man who has been their greatest benefactor in the time of their greatest need and distress. (Applause).

Something has also been said, Mr. Speaker, about the wages that were paid to the workingmen of Sault Ste. Marie, and to the officials. I am astonished to hear it from honourable gentlemen opposite, and why? For the reason that on every platform during my bye-election contest I had to meet the contention that the wages of the men of Sault Ste. Marie were paid because the honourable the leader of the Opposition had told the Honourable the Premier of this Province that he must pay them.

Mr. Whitney—Does my honourable friend say now, does he mean to be understood that he ever heard on any platform, from any individual, directly or indirectly, that the leader of the Opposition had advised the Premier to pay the men who were paid.

Mr. Smith—I had to meet this, my honourable friend, on every platform, that the honourable the leader of the Opposition had been instrumental in having the men paid their wages at Sault Ste. Marie. (Applause.)

Mr. Whitney—The men who were paid?

Mr. Smith—The men who were paid.

Mr. Whitney—Well, the honourable gentleman knew when he heard it that it was an absolute falsehood, why didn't he say so.

Mr. Smith—I beg the honourable gentleman's pardon, I did not know any such thing.

Mr. Whitney—Well, you know it now.

Mr. Smith—The honourable leader of the Opposition—

Mr. Whitney—I now say for the benefit of the gentleman whose ignorance was not known to me, before, that I never said in any way, shape or manner at any time or place that the men who were paid should have been paid, and my honourable friend knows it.

The Payment of the Wages.

Mr. Smith—I did not say that the honourable gentleman had said that at all. I said, Mr. Speaker, that I had to meet that on every platform. (Applause). Of course the honourable, the leader of the Opposition was not there except on one occasion, the night before the election, and the night before the election, I have not yet heard that he denied that he was instrumental in having these men paid their wages.

Mr. Whitney—Mr. Speaker, the honourable gentleman knew I had not been instrumental in getting these men paid, knew it then as he knows it now. I was instrumental in advising that the workmen who were starving should be paid. The honourable gentleman knew it then, he knows it now. (Opposition applause).

Mr. Smith—Mr. Speaker, I certainly knew then, and I know now that the honourable leader of the Opposition was not instrumental at all in having the men paid. (Applause). And by his own statement here now he is contradicting the statements of all his campaign speakers in that bye-election. (Applause).

Mr. Whitney—We are getting at the true inwardness of the honourable gentleman.

Mr. Smith—Well, the wages were paid, not only the day labourers, not only the skilled mechanics, not only the book-keepers and clerks, not the auditors alone, but the officials were paid. I said then, and I say now that they were entitled to be paid. (Applause). And when honourable gentlemen opposite say that they have no right to receive pay they are making a statement without the fullest information that ought to be obtained on the ground. Here we had men, skilled mechanics, getting from \$6 to \$10 a day. My honourable friend the leader of the Opposition was willing that they should be paid. If a skilled mechanic, getting \$6 a day, is entitled to be paid, by what method of reasoning would you say that an auditor getting \$5 or \$6 a day should have no right to be paid. (Applause). If you pay a skilled mechanic \$10 a day, why should a superintendent getting the same salary not be paid? It was only a matter of paying the whole of the official staff. It was only a matter of some \$18,000 or \$20,000.

A voice—Liberal with other people's money.

The Liberal and Conservative Policies.

Mr. Smith—That is what this Government has to do. They are a Liberal Government. They have the administration of the affairs of this Province, and they deal liberally with the people of this Province. That is precisely what we want to do in this instance in guaranteeing the interest and the principal of the Soo loan.

Somethir has been said by an honourable gentleman about "putting a coat of black paint on our barn without knowing that there is anything in it." I thank God that I never will try to paint the barn of Ontario a black. (Applause.) And I shall endeavour before I have finished to show to the honourable gentleman himself, to his own satisfaction, that that is not the hue that should adorn the outside of the barn of Ontario. It ought to be the glittering gold because inside we have the golden material which

can make this Province the very greatest state on this North American continent. (Applause).

As I looked down from the press gallery in this House some years ago, Mr. Speaker, upon the honourable the leader of the Opposition, when he first took his seat in the exalted position at the head of his party, I admired him, and I liked him, and I have liked him ever since. (Opposition: Hear, hear). And I want to say here that last night when I saw him rise in his place and say what he did in regard to the industries at Ste. S' Marie, and in regard to the possibilities of that great north country, . was not only filled with keen disappointment, but also with keen regret, because I expected very much better of the great Liberal Conservative party leader in this House.

The Opposition Attitude.

I would just like, Mr. Speaker, with your permission, and if the honourable the leader of the Opposition has no objection, to read a few lines which appeared a week or two ago in a Conservative paper at Sault Ste. Marie, and ask him whether or not the statements contained therein are correct.

The paper says: "The Conservative opposition cannot be blamed for the stand it has taken on the Sault loan bill for more than one reason. In the first place it is Mr. Whitney's duty to reasonably criticize every act of the government, and in the second, so the Star is informed, Premier Ross was sounded by the Conservatives as to the bill when the plan was first spoken of. Mr. Ross, it seems, declined Conservative support, desiring to have all the political prestige himself that might accrue from the passage of the measure. The Conservatives' friendly overtures for the benefit of the Sault having been rejected, there was nothing else for Mr. Whitney to do but to oppose the bill, the action of the Premier having made the matter a political affair. However, the Star believes the Conservative opposition, having had its fun with Mr. Ross, will see that the bill is not defeated. Messrs. Boyce and Miscampbell have been in Toronto this week, working hard in the interests of the Sault, and the town can look forward to seeing the bill pass safely. The town has staunch Conservative friends in the House. * * * Conservatives realize that the defeat of the bill would be the worst possible thing for the party all along the North Shore. The party would be blamed for it.

"The Sault can depend on it. Mr. Whitney wishes the Sault well."

I would just like to ask the honourable, the leader of the Opposition, if it was ever suggested by him or by any of his followers to the honourable, the Premier of this Province, that he and his party were willing to assist the project of aiding the Algoma Central Railway.

Mr. Whitney—I would just ask my honourable friend, in a more or less histrionic attitude just now, let him ask his leader, and there is just one statement in that excerpt that my honourable friend has read from a paper which he calls a Conservative paper—and we therefore no doubt love it—and that is the last words—those words are true. As to the rest, let him ask his leader. He knows whether I did those things or not. The little comedy that is put up between the Ministers and my honourable friend can

be best settled in that way. He has recited the lesson that they pumped into him. Now let him pump them out. (Opposition applause).

Mr. Smith—I just wish to say, sir, that no lesson has been pumped into me, and unlike a great many of my honourable friends on the other side of this House, I am not one of the sort that allows lessons to be pumped into me. (Applause). If there had been no attempt to pump lessons into honourable gentlemen opposite, I do not believe, Mr. Speaker, there would be one man on the floor of this House who would be in opposition to this measure before the House to-day. (Applause).

The Wishes of the "Sun."

There is something further that the same paper says. It has always been a Conservative paper, always been regarded as a Conservative paper by the Conservatives at the "Soo." The speaker quotes:

"Mr. Miscampbell authorizes the Star to say that he went to T. to tell Mr. Whitney that all Conservatives in the Sault wanted the bill passed."

Mr. Conmee—Now will you be good.

Mr. Smith—My honourable friend said last night that all the communications he had received from outside since this measure was first introduced, were in condemnation of the measure. Mr. Miscampbell, who I understand, was to have been the Minister of Crown Lands in the new Whitney administration, if it had ever been formed, says to the contrary. He says that he was here himself and told Mr. Whitney that all the Conservatives in the Sault wanted the bill passed.

The speaker quotes further:

"It will be noted that Mr. Whitney has confined himself strictly to the political aspect of the affair. The support of Conservatives for the bill was refused when offered to Mr. Ross, and no one can therefore blame Mr. Whitney for making things as unpleasant as possible for Mr. Ross. But as far as Mr. Whitney is concerned, the bill will pass." That also I hope is true.

"If it is defeated it will be the government's duty which will do it."

Well, of course the gentleman who wrote that editorial was not on familiar terms, could not have been on intimate terms with the honourable leader of the Opposition, or he would not have made the statement. Otherwise we might expect the honourable leader of the Opposition himself to support this measure.

Mr. Whitney—The honourable gentleman didn't write it himself I hope. (Laughter).

Mr. Smith—I never wrote for anything, my honourable friend, except my own paper which is a Liberal sheet. (Applause).

Mr. Whitney—I have heard of some writer who was paid very liberally for a pamphlet which never got around. (Opposition applause).

Mr. Smith—My honourable friend the leader of the Opposition is putting his foot in it this time again. If I had been in this House five years ago I might have referred to that pamphlet without any suggestion from him.

Five or six years ago, the Sault Express did print a pamphlet for the

Province of Ontario. It printed 10,000 of them, and it received in payment for those 10,000 pamphlets the sum of \$1,000, and there is not a Conservative newspaper man, there is not a Conservative publisher in the Province of Ontario, who will not say that it was worth more than was paid. (Applause).

A voice—It was paid by the Liberal party.

Mr. Smith—I beg that honourable gentleman's pardon, it was not.

Mr. Matheson—I say that the investigation in the Public Accounts Committee showed one year the aggregate sum of \$600, and the account could not be produced then, and a subsequent year we got the balance of money, and we could not find—

Mr. Smith—Mr. Speaker, this is not the first time we have heard from the honourable member that there is nothing done in this Province of Ontario, that is not done with a fraudulent motive. The Public Accounts Committee is his stumping ground. (Applause). I do not know that it would be necessary for South Lanark to have a member at all if the Public Accounts Committee were closed up. (Laughter and applause.)

Let me say for the benefit of the honourable gentleman and his constituents that during the last three weeks he has cost this Province of Ontario unnecessarily the sum of \$175.00. (Cries of "Oh, Oh"). What for? He sent for three bankers in Sault Ste. Marie to come down here. For what purpose? Why, to swear that they were the men through whose branches this money to the Soo workmen was paid out by the banks of Toronto. An absolutely absurd thing to have done, yet my honourable friend from South Lanark thinks that these things should be done and the people's money paid out therefor.

(Opposition Member)—Mr. Speaker, my honourable friend having charged the honourable member for South Lanark with what it cost to find out about the Soo, perhaps he will be kind enough to tell what it cost to find out last year about the steals in the Crown Lands Department.

Mr. Smith—Mr. Speaker, not having been in the House at that Session, I of course cannot answer the honourable gentleman's question.

Mr. St. John—If it is actually true that \$175.00 has been spent, that is an awful lot of money. What is it for? (Government laughter).

Mr. Whitney's Want of Faith.

Mr. Smith—I was going on, Mr. Speaker, to refer to some things that the honourable leader of the Opposition had discussed last night, and one of his statements was that the industries at the Soo would be in utter incompleteness two or three years hence as they are to-day, even if this loan went through. Also that the companies had failed in all of their obligations, and that it would be better for the companies and better for the Province if these industries to-day were allowed to be sold under the hammer.

I do not think, Mr. Speaker, that it is creditable to any public man of this Province to do or say anything which would discredit the Province in which he lives or any of its industries. If these industries to-day were sold under the hammer, they might perhaps realize the amount of the Speyer mortgage, but I submit that it would be impossible to dispose of

those industries under the hammer for at least four or five years, and during that time the whole of the north country would be ruined; the credit of the Province of Ontario would be very seriously impaired both at home and abroad, and at the end of that time I doubt if a purchaser could be found anywhere for the industries. There was a time in the history of the building of the Canadian Pacific Railway when that company was pretty much in the same position that the Clergue Company or the Consolidated Company is in to-day. They had exhausted their means, and they had come, as it were, to the end of their rope. But the Dominion Government, a Conservative Government at that time, did not take the attitude which the honourable leader of the Opposition takes in this House to-day. They said: We are going to see the Canadian Pacific Railway completed even though we have to exhaust the credit of this whole Dominion. (Applause). And they did see the project to completion, Mr. Speaker, and to-day we have that great transcontinental line which has grown in importance, grown in wealth, so that, as I think the honourable member who preceded me said a few moments ago, they could to-day build any line that they wished to project and get it upon their own credit without being required to get a guarantee from this or any other Government. The building of the Canadian Pacific from end to end of this Dominion was important to the Dominion, but I believe, Mr. Speaker, that it was not any more important to the Dominion than the building of this Algoma Central Railway on to the Canadian Pacific and perhaps on to the Grand Trunk Pacific and James Bay, will be to the Province of Ontario. (Applause).

The Causes of Opposition.

The honourable gentleman from Ottawa said that there were men in the basement of this proposition. If there are they cannot possibly be Philadelphia capitalists. The only men in the basement, the only Ethiopians that I know of, the only Ethiopians that the people of the Soo have been able to discover, they have located on the opposite side of this chamber. They are about the only people in this Province that I have been able to meet who are not in sympathy with this measure. The honourable gentleman said that he had met men down on King Street, who were opposed to this measure. Perhaps these are agents, these may be emissaries of the great steel trust who are endeavouring to exterminate that steel industry at Sault Ste. Marie. Exception was taken to the statement of the Attorney-General that 500 tons of rails would be turned out within fifteen days after the passage of this bill. The honourable gentleman did make that statement, but the mistake was only in this way; that what he meant was that 500 tons of rails would be turned out from that mill within 15 days after the opening of navigation. Then my honourable friend who preceded me said that the Sydney rail mill would be ready to put out 500 tons of rails in the fall of this year, and they have turned out rails already he says, and if the two mills were operating they would glut the market in Canada. I want to inform my honourable friend that the rail mill at Sydney has not yet been built, and the only reason they are pressing it on to completion so quickly is that they may

intercept the progress of the Soo industries. (Applause). But if they do go on in Nova Scotia, I say that in two or three years time there will be a market to consume a thousand tons of rails a day in Canada. We can make 500 tons of rails at the Soo. Last year we consumed in the Dominion 187,000 tons, and for the last ten years on an average we have consumed in Canada 110,000 tons. With the Grand Trunk Pacific and the Canadian Northern building, and with the new lines projected by the Canadian Pacific and other Grand Trunk Pacific lines, there will be a demand for a great deal more than the present rail mill at Sault Ste. Marie can produce.

Value of Algoma Central Rails.

Now, the honourable gentleman said that it would cost a lot of money to take up these rails in case the loan were thrown on the hands of the Government. He said it would take 30 men to remove one mile of track per day. Thirty men at \$2 a day would be \$60 a day, and for 225 miles it would be \$13,500, a mere bagatelle, and would mean nothing almost in the price of the rails after they had been removed.

Then, reference was made to these rejected rails, made at the Soo mills and I feel that it is my duty not only to this House, but to the people of the Province to say something about them. It is true that there were some rails made at Sault Ste. Marie that did not come up to the standard, but I will tell you how that happened. They had manufactured 35,000 tons of Bessemer rails, standard rails, no better rails made on this continent. It occurred to the management that standard rails might be made out of the Helen ore, that it contained a little more phosphorus than the Bessemer grade, but that that would not make the rails any less valuable, or any less desirable for the reason that they would be harder, and they thought that a harder rail might perhaps be better even than a Bessemer rail in this northern climate. So the experiment was made, and 15,000 tons of Helen ore rails were made. It was found after they had been manufactured that they were not up to the standard, and even though they were hard, they were rather too brittle to be accepted by the roads of the country, and therefore they were rejected. But that does not mean, Mr. Speaker, that it is impossible for them to make standard rails at the Soo. They have demonstrated that they can make standard rails there. They made 35,000 tons. They are found on the Michigan Central, the Intercolonial, and the Mackenzie & Mann road, and the rails that are being used on those roads to-day are not inferior to any that are being laid on any of the great roads of the United States.

Resources of New Ontario.

Now, Mr. Speaker, we have up in that new country about 100,000,000 acres. The territory comprises about four-fifths of the area of this whole Province of Ontario. Twenty-five years ago we had less than 25 miles of railway in the whole of that north country. To-day we have nearly 2,000 miles, or twenty-five per cent. of the mileage of the whole Province of Ontario. Twenty-five years ago we had only about 10,000 or 12,000 people in that whole northern country; to-day we have about 125,000. From the Ottawa River on the east to the Minnesota boundary on the west, we

have a mineral and a timber belt probably 1,000 miles in length, containing all the minerals that are useful in the manufactures of a great nation. That is all below the height of land. Above the height of land we have spruce wood in abundance. This Algoma Central Railway has been projected, not for the purpose alone of getting into the mines and the mineral deposits of that country, but it has also been projected with a view to reaching the height of land and even beyond so as to enable the owners of the road and the owners of the mills to bring the spruce down from the height of land. This Northern Ontario will never, I believe, be distinguished as a great agricultural section, but it will reach its highest prosperity through the development of its water powers and the uses to which they may be put in the manufacture of its raw resources which are so numerous in mineral and in timber.

What Has Been Done at Sault Ste. Marie.

Sault Ste. Marie—some of you have been there, others have not, but I may say that twenty years ago they had a sparse population of about 2,400 or 2,500 souls. After the Canadian Pacific Railway was constructed through the town a few public spirited citizens thought they could develop the magnificent water power at that place. They organized a company, raised a considerable amount of money, and went on with the work of developing the water power. After they had spent all the money that they could command themselves, they found that they were unable to complete it. They went to the town and asked the town to take over the project, from their hands. The town did so, and after the town had spent some thousands of dollars, making an expenditure of some \$250,000 in all, they found it was impossible for them to get outside capital to come in and assist them.

A New Era of Progress.

The town went on in a state of quietude, nothing doing, until Mr. Clergue came there in 1894. He told the townspeople that if they would turn the water power over to him, he would reimburse them for all that they had laid out in this undertaking, amounting to some \$250,000. The Company did so, and at that time the Ontario Legislature granted a concession of pulpwood lands or pulpwood rather, to this Company, and after the pulp mill had been erected other industries followed. The second pulp mill was built; the sulphide mill and veneer works, saw mill, steel rail plant built. The Algoma Central car shops and charcoal plant were built. The Manitoulin & North Shore and street car system, and in all some twenty or twenty-five different industries, all important industries which have paid their way while they were under operation. But along in the fall of 1902, the Company found that those capitalists behind the concern were unable to go on with the expenditure involved in the construction of the Algoma Central, and in the completion of the steel plant and the rail mill, and they found it necessary to go and borrow \$5,000,000. The money was borrowed from Speyer & Co., of New York city, but it was necessary to borrow it at a time when the financial market was very, very stringent. People who had money were holding on to it.

They felt that a high rate of interest could be obtained anywhere, and a high rate of interest was charged the syndicate upon this \$5,000,000 borrowed for six months. At the end of that time it was impossible to meet the obligation because, in the meantime, the stock market had taken a tumble all along the line. Many of the best securities on Wall Street were not sold at all because no purchasers could be found. Well, they were unable to meet this obligation of \$5,000,000. Then they said: "We will go to England and see if we can get it there." They came back, could not get it in England. Then they undertook the reorganization of the company, and undertook to get the Province of Ontario to assist an industry which was native to the Province, and in which the whole Province should have been interested. The Government of this Province saw not only the necessity but the justice of assisting these great industries to go on, and the object of the bill at present before this House is to assist them to get this \$2,000,000, and if they get \$2,000,000, they will be able not only to open up the steel rail mill, but they will also be able to complete the Algoma Central Railway on to the Canadian Pacific Railway, and complete with it the Michipicoten branch, and also to put their mines and other industries in full operation.

Obstacles to Reorganization.

Nearly \$30,000,000 have been invested up there by these American capitalists. As the honourable gentleman who preceded me said, they have not swindled us. It is true, they have not swindled us. They put their money in here freely, they put it in as long as it lasted, and let me say that there is a reason why they do not put in more money. A number of these men who went in in the first place had other large obligations, were interested in other vast undertakings in the United States, and the general collapse of the money market and of the security market in the United States, made it impossible for them to give further of their means to help this Canadian industry. Every legitimate effort was made in the United States to pay off this obligation of \$5,000,000 to the Speyers, but failure met every effort, and there are more reasons than one why these gentlemen failed to secure that money to meet the Speyer obligation. One of the chief reasons is this: That the stringency in the money market made it possible for those who had money to command a very high rate of interest on everything they wished to loan. But another reason, and the most important, was this: That we had opposed to us—our representatives in the United States had opposed to them, the great steel trust of that country. (Applause). They had it in their minds that this rail mill in Canada, which was the only one in the Dominion, and one which if allowed to go on to completion, and if allowed to operate would be able to meet the requirements of the railways of Canada—they had it in their minds that it should be crushed, and the subtle influences of that great corporation made it impossible for the gentlemen who represented these industries over there to raise this money in the financial markets of New York or Philadelphia. I have been given to understand on excellent authority that on more than one occasion this money was actually promised by some of the most substantial money men of New York and

Philadelphia, and that between ten o'clock at night and ten o'clock of the following morning, the props were knocked out from under the whole scheme by the representatives of this steel trust who wanted the market of Canada, and who are determined to go to any length to see that that industry shall not be started up in this country. Then they had no support.

Mr. Hanna—Tell us who is your informant. I have heard the statement, but I have heard it contradicted on equally good authority.

Mr. Smith—Mr. Speaker, I would not feel justified at this moment in giving the honourable member the name, but I may at some little later time be able to get permission to do so, so that he will be able to verify the statement, but I have every confidence that what I was told by these gentlemen, who are very reputable men and know what they are talking about, is substantially correct.

Other Antagonistic Influences.

Now, the Canadian railways were not any too favourable to the operation of this steel rail mill at Sault Ste. Marie. Why? For the reason that if the steel rail mill at Sault Ste. Marie is in operation a \$7 duty immediately goes on against the rails manufactured in the United States. It only means \$1,000 a mile more to the railways of this country, but even \$1,000 a mile to them meant something in the cost of construction, and therefore they were not any too favourable to the proposition. But this billion dollar steel trust—that was the subtle influence which rendered fruitless the efforts of the gentlemen who went from this country to see if these companies could not be rehabilitated, and put upon a working basis again. Now, the steel trust of the United States is one of the greatest enterprises, one of the greatest trusts in the American Republic. Their total earnings last year, after deducting expenditures for ordinary repairs and maintenance, approximated \$22,000,000, and interest on their bonds and fixed charges of the subsidiary companies, amounted to \$109,171,152, and the average number of employees in the service of the corporation of all the companies during 1903 reached the enormous number of 167,709 men. And to these employees was paid in salaries and wages the sum of \$120,763,896. I quote these figures, Mr. Speaker, in order to show the House the importance of the steel industry to that one corporation alone, the importance of the steel industry to the United States as a nation, and later on to show the importance of the steel industry, not only to the Province of Ontario, but to the whole of the Dominion of Canada. The rolled and other finished products of this corporation in 1903 amounted to 7,635,690 tons.

It being six o'clock, the House adjourned till 8 p.m.

Mr. Speaker—when the House rose, I was proceeding to discuss the steel industry in the Province of Ontario, and I was endeavouring to point out the influences and the strength of the influences that have been operating against the production of steel rails in the Province of Ontario, and I had in my mind at that time the United States Steel Corporation, the only billion dollar trust on the North American continent. I intimat-

ed before 6 o'clock that this octopus is largely to blame for the request that the Consolidated Company of Sault Ste. Marie, is making at the present time of the Province of Ontario, for the guarantee of a loan of \$2,000,000. I am not able to give the names of the gentlemen who furnished me with the information but I am perfectly satisfied in my own mind that the statement may be accepted as true by the people of this Province, that if it had not been for the United States Steel Corporation, for the influences that were brought to bear upon the financial corporations of the United States, upon the large banking houses of the United States, the money necessary to rehabilitate the companies at Sault Ste. Marie would have been forthcoming many months ago. (Applause).

Proof of Concerted Opposition.

The honourable member, I think it was for West Lambton, asked me if I could give the name of the man who gave me this information. I could not then give him the name, and I am not at liberty now to give him the name, but I will state again that during the early days of October a certain financial corporation in the City of New York had undertaken, to provide \$8,000,000 with which the complete and entire rehabilitation of these companies should be worked out, and that at ten o'clock at night on the day that these negotiations were carried on, the agreement was practically closed, all that remained was for the papers to be signed, and the money to be paid over on the following morning; but before ten o'clock on the following morning, certain magnates, certain heads of this great octopus did in person appear before the board of directors of that financial corporation which had undertaken to advance this \$8,000,000 and influenced them against the putting up of that money for the reasons that the rehabilitation of the Soo industries would mean the creation of a very dangerous competitor to the United States Steel Corporation. (Applause).

What the Guarantee Means.

Now, Mr. Speaker, I say that the question of putting up \$2,000,000 by this Province, or endorsing a note of these companies for \$2,000,000, should not be regarded at all in the light of the money which it represents. We, as representatives of the people of this Province of Ontario, and, in a sense, of the people of this Dominion, should look at it from a broader standpoint. The day has never come I trust, Mr. Speaker, when the people of Ontario must go begging to the people of the United States. (Applause). We have lived for more than a century alongside our southern neighbours, and have lived for nearly a century on peaceful terms. But, Mr. Speaker, we have duties to perform not only to ourselves, but to the people who inhabit this northern half of this continent, and one of these duties is that we shall do our utmost to see that Canada shall not fall behind the people of the United States or any other nation on earth. (Applause). The people of the United States are, we know, a great industrial community. They are celebrated the world over. How did they get that reputation I would ask? Any honourable gentleman on the floor of this House, any schoolboy, can answer the question. It was

because of their self-reliant policy, the very policy which the honourable members of the Government here to-day are asking the people of Ontario to stand by, and which the people of Ontario will stand by. (Applause).

Results of Self-Reliant Policy.

Thirty-five years ago, or I think it was about the year 1870, all the steel rails that were made in the whole of the United States did not exceed 30,000 tons. The people of the United States put their brains together and they said: It is not fair to our own people that all of the steel rail manufactures required by this great republic should be made abroad and imported into our country. They went to Washington, and the result was that they had a duty of \$28 a ton put on every steel rail that came into the United States. That meant, practically, prohibition of outside rails, and from that day to this, Mr. Speaker, the United States have manufactured their own rails, and almost every ton of rails that has been used in that great republic for the last thirty-five years has been made by their own steel rail mills, and by their own blast furnaces. They see to-day that it was a profitable policy. The people of the world see that it was a profitable policy, and we in Ontario to-day, the Government of Ontario to-day see that it was a profitable policy which this country might well emulate. In 1870 they only manufactured 30,000 tons. Since that time they have constructed 100,000 miles of railway in that republic, meaning, Mr. Speaker, 15,000,000 tons of steel rails. The average price at which those rails have been sold during the past thirty-five years has been, at a conservative estimate, \$30 per ton. That means in the aggregate that during the last thirty-five years the United States by their policy have kept within their own nation \$450,000,000 which prior to that time was going to the various countries of Europe. That is the policy which this Ontario Government to-day is seeking to emulate, and I have not the slightest doubt, Mr. Speaker, that in five or ten years time it may be said of Ontario, as it is said of the United States to-day, that that policy was wise and in the best interests of the whole country. (Applause).

Canada's Consumption of Rails.

Now, Mr. Speaker, during the past ten years, we in Canada have used on an average of 110,000 tons of steel rails a year, which means that \$3,300,000, on a basis of \$30 a ton, have passed from this country per year into the pockets of the manufacturers of steel rails in other parts of the world. And last year alone, Canada used 187,000 tons which shows that the demand for steel rails in this country is rapidly increasing; we used 187,000 tons, which at an average of \$30 a ton, means that \$5,610,000 yearly passes out of the hands of the people of this Dominion for rails that are manufactured in foreign countries.

Now, Mr. Speaker, the steel industry not only of the United States, but of many of the countries of Europe, is the backbone of the manufacturing industries of those countries, and I maintain that five or ten years time will demonstrate not only to the Province of Ontario, but to the whole Dominion that, outside the agricultural interests the steel and iron industry is going to be the second backbone of the nation. We can

make it such. We have, I believe, the greater half of this North American continent. We have on this side of the line all the minerals which go to make up the great manufactories of the earth. Why should we not take advantage of them? Why should we not if necessary go down into the treasury of this Dominion to develop them when we know that what we spend in that direction will come back ten and twenty-fold. Take Belgium, for instance, a country with 11,373 sq. miles, little Belgium that we might easily put in the vest pocket of New Ontario. What have they done? Why, in 1898, Sir, they manufactured 567,728 tons of steel rails and in 1902, they increased that to 776,875 tons. Then we go to Sweden; in 1898 they manufactured 263,700 tons. In 1902, they increased it by about 20,000, and manufactured 283,500 tons. Germany, in 1898, manufactured 5,734,307 tons. In 1902, they manufactured 7,780,682 tons. The United Kingdom, that great Kingdom of which we form no unimportant part, what did they do? In 1898 they manufactured 4,639,042 tons. In 1902, they manufactured 5,102,420 tons. Then we come, Mr. Speaker, to the United States. The United States manufactured in 1898, 9,075,783 tons. In 1902, they manufactured 15,186,406 tons, or an increase, Mr. Speaker, in five years in the United States of 6,110,623 tons.

Canada's Capitalists.

Now, to get an object lesson of what is going on in the world of steel and iron manufacture, it is only necessary for us to look at the output of the world. In 1898, the world's output amounted to 23,710,432 tons. In 1902, the output was 36,479,783 tons, or an increase in five years of 12,769,351 tons, nearly fifty per cent. of which was manufactured in the United States. What does that teach us, Mr. Speaker? To my mind, it teaches us that there is an opportunity for Canada such as was never before presented to this young nation. We have been living alongside of the United States for 125 years past. We have been endeavouring to hold our own and I contend, Mr. Speaker, that we have held our own magnificently. We have the area; we have three and a half millions of square miles on this side of the border, better, I contend, than the three and a half millions of area on the other side of the line. Our people, man for man, are superior to the people of the United States, and why should we not be commercially superior. We at any rate are in a position, if we take advantage of our opportunity, to show as good results as our neighbors to the south, and if this measure at present before this Legislature becomes law, and I have no doubt at all that it will become law, and I expect that before this debate is concluded, numbers of our friends on the opposite side of this House will look at this question not as a partisan question, but as a business question, as an Ontario question (applause)—and I believe that if they do, Mr. Speaker, we will have almost a unanimous vote on this very important issue when the division bell rings—it will prove to be one of the wisest pieces of legislation ever placed on the statute books of Ontario.

Opposition Identified With Steel Trust.

I said that the United States Steel Corporation was doing everything

it could to undermine these industries at the Soo. They have been doing that. I am satisfied of it. I can prove it. The honourable member for West Lambton, asked me for the name, and I just wondered now if there was not some sinister motive behind that question, and if the honourable member for West Lambton will permit me, I would like in return to ask him a question. I would like to ask the honourable member for West Lambton, if he is not the counsel or the legal adviser of the Imperial Oil Co.

Mr. Hanna—I will answer when I have the floor.

Mr. Smith—I would like to have an answer to that question, Mr. Speaker, and unless the honourable member for West Lambton has some valid reason for not answering, I shall take it for granted that he is the legal adviser of the Imperial Oil Company, and taking that for granted, I just wish to point out that there is a danger in this House, and I want to draw the attention of honourable members opposite to this danger, there is just a danger that this Province of Ontario has a counsel on the floor of this Legislature who has two masters. The Imperial Oil Company of this country is the second name for the Standard Oil Trust of the United States—(applause)—and the Standard Oil Company of the United States has as its dominating financier and capitalist, John D. Rockefeller, and who is Mr. Rockefeller? Mr. Rockefeller is one of the heaviest shareholders of the United States Steel Trust—(applause)—which to-day, Mr. Speaker, is endeavouring to take fair Ontario by the throat and say: "You shall not develop your latent resources; you shall not operate a steel plant at the Soo; you shall not operate your iron works; you shall not build your Algoma Central Railway, except at our behest." If I am not correct in this, I should like to be corrected by the honourable member for West Lambton.

Mr. Hanna—You'll be corrected. (Laughter).

A New Canadian Industry.

Mr. Smith—Now, Mr. Speaker, this steel rail industry in Canada is a new industry. The plant that has just been completed there is the first plant known to the Dominion. Its cost has exceeded something over \$5,000,000, and its capacity if working 24 hours a day, or 20 hours a day rather, means an output of 600 tons. But allowing some time to be lost in making repairs, etc., if we say that this steel rail mill will turn out on an average 500 tons of rails a day, we have on 300 working days in the year an output of 150,000 tons. Now, if there were no demand in Ontario, if there were no demand in the Dominion for steel rails, it might not be regarded as a provident thing for this Government to come to the rescue of these great industries. But such is not the case. There is a demand, a growing demand for steel rails in this Dominion to-day. The Grand Trunk Pacific is to be built from end to end of the Dominion. A road is projected from Toronto to Sudbury, a road which I am sure will commend itself to the honourable gentlemen opposite, particularly those who have the honour to represent the city of Toronto, the metropolis of Ontario, and whose interests we always have a very high regard for in our north country. Let me say just here, that even though New Ontario has

been opposed, and we feel that it has been opposed at every turn of the road by honourable gentlemen representing the city of Toronto, still we up in that country, are loyal enough to the Province of Ontario to do everything that we can for the metropolitan city of Toronto, which we are proud of as an educational and business centre.

Canadian Railway Enterprises.

Well, the demand does exist. The Grand Trunk Pacific is going to be built. If they build 500 miles a year, that would give them about six or seven years in which to complete their system. If they build 500 miles a year that would mean that they would require 70,000 tons a year. The Canadian Northern, the Canadian Pacific and smaller systems of railway throughout the Dominion would undoubtedly require 80,000 tons. There we would have 150,000 tons a year actual ready demand by the railways of our own Dominion. And I believe that that is a small estimate. I believe, Mr. Speaker, that if the Sydney people go on and complete their rail mill, as they say they intend to do, and are turning out rails in the autumn, that inside of two years the demand in Canada will be sufficient to consume every ton of the thousand tons of rails that are made each day in this Dominion, counting the rail mill at the Soo and the rail mill at Sydney.

Now, take our own Government road, the Temiskaming railway. The Government are going to build that 90 miles farther. What does that mean? That means that this little road alone will require 12,600 tons. Take 12,600 tons at the minimum cost of \$25 a ton, that is \$315,000—\$315,000 that this Province of Ontario must pay out of its treasury to somebody. If the Province of Ontario must pay out \$315,000 during the next 12 or 24 months for steel rails, why not give it to an industry within the Province of Ontario? We ought to be loyal to our own industries, and I believe the people of the Province of Ontario are loyal to their own industries, and will stand by the proposition now before this House.

Adapted to Ontario Conditions.

Now, this output of 150,000 tons of rails at the Soo at \$25 a ton, means that the gross output would reach \$3,750,000. Deduct the price of the ore that these industries have been importing in the past, and I suppose it is a matter of common knowledge that a portion of the ore used in the manufacture of Bessemer rails which are known as standard steel rails, is imported from the United States. Well, the reason for that is this: that the Helen mine ore and other ores in the vicinity of the Helen mine carry too much phosphorus to bring them down to the Bessemer grade, and it is necessary in order to make a standard rail at the Soo to introduce 80 per cent. of the Mesaba range ore, and admix with 20 per cent. of the Helen ore. That ore costs in the neighborhood of from \$3 to \$4 per ton when brought to the furnaces at the Soo, but heretofore I would point out they have not been able to reduce the ore at the Soo. They have only recently completed their blast furnaces. Up to a few months ago they used pig iron, pig iron taken from Midland furnaces,

some from the Gananoque furnaces, some from Hamilton, some imported from the United States, but since rails were last manufactured at the Soo, they have gone on at a cost of some \$500,000 or \$600,000 and finished their blast furnaces, so that to-day they are in a position to take the ore from the mine, convey it to the Soo, put it in their blast furnaces; from their blast furnaces into their converters, and from that on into the finished product of a steel rail. The accomplishment is one that should, I think attract public attention. Here is an industry which promises to grow into one of the most important industries in this country, and this work has been going on quietly, gradually, and I trust very successfully as the next few months will prove. Well, the output of 150,000 tons as I said, at \$25 a ton would mean \$3,750,000 a year. Now, if we deduct the price of the imported ore which would amount to \$500,000, we should still have a balance of three and a quarter millions a year. That would be kept in this Province. The men who mine the ore, who work the blast furnaces, who work on the converters, who work on the ovens, on the rails, and on the improving and the finishing—all to be made right here in our own Province—would be paid out of money which in the absence of that industry would go out of the country entirely. Well, three and a quarter millions, I say, would be kept in this Province. If we assume, and I think it is a conservative estimate, that the company would have a net profit of ten per cent. on its output, then on their output they have nearly \$3,000,000 remaining to go into the pockets of the working men of the Province.

That is one of the most desirable features of the whole proposition. It means that we would not only keep our money in our own Province, but we would keep our own artisans, our own mechanics, and our own boys that are now finding their way into other countries, we would keep them right here in this Province.

Validity of the Security Offered.

Now, Mr. Speaker, as I said, we have the plant complete, we have the market, and the only thing to my mind remaining for this Province to demonstrate is that we have the courage, the patriotism to be loyal and just to the industries of this Province. Do what we can to encourage them, assist them in a small way, although we are not called upon to assist them to any very great extent; they do not ask us to loan them any money. All they ask of us is to endorse their note for two million dollars. That is easily done. They do the rest, and we get back within the first five years more than twice as much as we have endorsed for. Then this Company have \$375,000 a year, taking 10 per cent. of their gross sales. That would mean 4 per cent. on \$9,375,000. So that you see, Mr. Speaker, from this one plant alone, from this one steel industry alone, not counting the pulp industry, the charcoal industry, the veneer mill industry, sawmill industry, the street railway industry, the Algoma Central Railway, project, the steamship line, we would have 4 per cent. on every dollar of capital that is invested in this new reorganization. What fairer, what better proposition could any man desire than that? To help a dozen industries all of which will be remunerative, all of which will

be profitable to those interested in them, and find that one industry alone will pay a fair dividend on all the money invested in the whole lot. That security alone, even if we had no first mortgage bonds, Mr. Speaker, if we had no security on the railway, on the steamship line, on the \$2,000,000 bond issue, I say that the Government would be blind to the best interests of the people of this Province, if we did not say at once. "We will help you, and we will re-establish these industries for you." (Applause).

An Impulse to Other Industries.

Now, Mr. Speaker, there is another industry there. While the Honourable the Premier was speaking the other day he referred to this copper-nickel industry, and my honourable friend from Manitoulin asked him if they were at the present time prepared to refine nickel at the Soo. The reply to that question of course was that they were not so prepared. Everybody in this Province knows that we are not in Ontario, nor any part of the Dominion, at present ready to refine nickel. I wish just for a moment to touch upon this industry and point out what it means, Mr. Speaker, to the Province of Ontario.

There was a question upon the order paper, asking if the Government had done anything in the direction of assisting in the erection of a smelter in Northern Ontario. Well, we ought to have a smelter in Northern Ontario, and we have it already at the Soo. One of these consolidated industries has been planned for that very purpose. Any man who has a copper mine, who has a nickel mine in that new country with the next two months, I trust within the next six weeks, will be able to send his ore to this smelter at the "Soo," and have it reduced to the matte. That is the step in advance. That work has been going on unostentatiously, but it has been going on nevertheless. The smelter is there, capable of treating, I think, something like 250 tons per day, and that is about as much as any smelter in that part of the country would be required to treat at the present time.

A Canadian Nickel Monopoly

But honourable gentlemen will appreciate as well as I do myself the importance not only of this smelter but of the nickel refinery; if we can get a process, if a process can be obtained, I care not what the cost may be. Some chemists and some metallurgists claim to-day that they have a successful process. Well, to my mind, it has not up to the present time been successfully demonstrated, but if we can in this Province procure or get hold in any way of a process for the refining of nickel, we will be able not only to make the steel industry of Ontario the greatest steel industry in the world, but we will be able to create in this Province a nickel monopoly I may say, a national monopoly which will astonish the world. (Applause). It is coming to that. The time is not far distant when the steel rails to be used by the railways of this continent and the railways of Europe will be impregnated with nickel. About 4 per cent. can very well be used now. It is by the Pennsylvania railway system being introduced in the rails that they are using on their road. They are using 4 per cent. nickel. The object of that is to increase the durability, to increase the

hardness, the life of the rail. Such rails cost about \$10 a ton more, but \$10 a ton more when you take into account the increased life of the rail is not considered by the railway companies. We shall have a monopoly in the manufacture of nickel steel rails on this continent, and of the continent of Europe. But we have not yet reached that stage. We have not the nickel refinery. It will cost something like \$500,000 to \$1,000,000 to build a nickel refinery. But I do not believe that either the Soo industries, those interested in them or any other capitalist will undertake the construction of a nickel refinery in the Province of Ontario until they have demonstrated to their own satisfaction that they have a process that will operate successfully. Well, just to point out the importance of an industry of that character, let me say that up at Copper Cliff, which is four or five miles west of Sudbury, the Canada Copper Company are operating. They are the only people in the country who are taking out nickel, although it is a fact commonly known that we have in Canada nearly the whole of the nickel supply of the world. They have in New Caledonia some nickel, but I understand that it does not compare in quantity with that which we have in our New Ontario, 200 miles north of Toronto. The Canada Copper Company are taking out nickel ore. They are reducing it to matte, only. They ship the matte into the United States to New Jersey, and there refine it. But let me point out this, Mr. Speaker, that while they have at Copper Cliff an investment of something like \$3,000,000, and it is an industry which does very much good for the Province of Ontario, employs hundreds and hundreds of men at good wages, and I have not one word to say against that industry; but I will say this, that on that \$3,000,000 investment in the Province the Canada Copper Company pays a dividend usually from 8 to 10 per cent. on the capitalization of \$30,000,000. Now, we have in Ontario all of the nickel of the continent of America. No nickel is to be found in Europe or Asia. The only other nickel deposits of the world are found in that little penal colony of New Caledonia, so that it must be apparent to every man in this House, to every man in this Province, that the raw resources, the latent resources of Ontario would justify this Government in going to any reasonable length to develop them, knowing that they must get back perhaps ten, perhaps twenty, perhaps fifty fold to the people who inhabit this fair Province. (Applause).

Another "Soo" Industry.

There is another industry at the Soo—the car shops. Very little has been heard about them. They are capable of manufacturing seven or eight flat or box cars every day in the year. Last summer they made 500 cars for the Canadian Pacific Ry., and an official of the Canadian Pacific Railway told me the other day that they had no better cars on the system than the cars that were made in our shops. (Applause). All of the Canadian railways will require rolling stock. The roads of Ontario will require rolling stock. Why not make them ourselves in this Province? Why not have them made in Sault Ste. Marie. The Temiskaming road in the next two years will require at least half a million dollars worth of cars. That money should not be sent out of the Province. It should be

kept right here. Let us be honest and true and fair to ourselves, first, and everybody outside of this Province will respect us. (Applause).

Still Another Important Industry.

These is another industry, one which I believe there are very few men in this House, not more perhaps than half of the honourable gentlemen in this chamber, know really exists, or if they know that it is in existence, know what it is there for, that is the charcoal plant. Well, this plant at the Soo proper—they are with their plant complete, ready to, and have been while the plants were operating, turning out 7,500 bushels of charcoal per day. That means about 150 cords of wood. Then up the line some miles at Searchmont and Wilde, they have 66 more charcoal kilns. Up there they turn out 250 cords of charcoal a day. That makes about 400 cords of charcoal a day. This charcoal is made from the rough wood of the forest, wood the settler couldn't use, wood that could not be marketed, that nobody would buy for fuel purposes, but which can be utilized with very great advantage in the manufacture of charcoal. Now, this charcoal is used in the manufacture of steel, and let me say, Mr. Speaker, that the charcoal iron is worth \$5 to \$6 a ton more than the coke iron. It costs the Sault Ste. Marie Company, about \$4 a ton to bring in Pennsylvania coke for the manufacture of this iron. Charcoal at a cost of \$3.50 a ton will make iron worth from \$5 to \$6 a ton more than the coke iron. Besides they save the by-products, they save the wood alcohol, and there is always a demand for this by-product. They ship the wood alcohol to Germany and Belgium and other countries of Europe. They do the same with the acetate of lime, and there will always be a steady demand for these by-products, and these charcoal plants at the Soo are the largest by-product charcoal plants to be found anywhere in the world. They are a paying investment. They have always paid when they were operating, and they are only waiting now until the companies are enabled to resume operations to demonstrate that they are a most necessary and profitable industry. They have the iron works at the Soo. I am told by those who should know that they have no equal anywhere from one end of the Dominion of Canada to the other. They can manufacture anything in these iron works from a locomotive down.

Steamship Fleet and Pulp Mills.

And then we come to the steamship line. That is one of the securities, a whole fleet of boats. They have four ore carriers, and they have three passenger boats, and they have others. The ore carrying boats, the Theano, the Leafield, the Monkshaven, and the Paliki, are Clyde-made boats, seagoing vessels, which if necessary at the close of navigation on the upper lakes, could be sent down the St. Lawrence to the Atlantic, and could be used for the ocean trade during the winter months. And then we have the Barr and the Agawa—a new boat only built within the last fifteen months—and where was she built? Right up here on our own Georgian Bay. She cost over \$200,000, and it was demonstrated that at Collingwood they could build as good a barge, as staunch a craft as they could build anywhere in the United States. (Applause). Then

we have the King Edward, and the Minnie M., and the Ossifrage, and Philadelphia, quite a respectable fleet, all seaworthy, good boats, and well worth the money that was paid for them, and excellent security for the money we are asked to guarantee for them.

Then we come to the pulp mills. They have a capacity of 80 tons per day, and they never closed down from the time that mill was built in 1895 up till to-day except for a few weeks, and that was only for repairs. Someone on the floor of the House said, and some of the newspapers of the city said that the pulp mills had not been in operation since the bye-elections at the "Soo;" that it had been stated that these works were to be put in operation immediately after the election, or on the election day. Well, they were not put in operation on election day, and just while I am on this point, permit me to say, sir, that the only information I have concerning those fires in the furnaces that honourable gentlemen opposite like to talk so much about—I have gathered from what honourable gentlemen opposite have given me. (Applause). The pulp mill, sawmill, and the veneer mill, three important industries up there, have all been in operation since ten days after the bye-election. The Honourable the Attorney General said that these plants were going to start up, and he was as good as his word, or they made his word good, and they did start up, and from that time on they have been operating, and they have been making money, and the company, the mortgagees, in possession, have been enabled to pay out \$38,000 on an average each month from that time up to the present. (Applause).

The Pulpwood Industry.

Now, at the present time, the pulp mill company is buying all the wood that the settlers have for sale. They are letting contracts at \$4.50 a cord, the highest price that has ever been known in that country. And why? For this reason that their limits are being denuded of the spruce wood growing close to the streams, and it is growing difficult for them to get the spruce and drive it down to the works, perhaps 25 or 30 miles away. And let me point out in this connection in reply to what the honourable the leader of the Opposition said last night, that this Algoma Central Railway would serve but one purpose, the hauling of ore from the mine to the mill. It will serve another purpose, it will serve the purpose of hauling pulpwood to the mills at the Soo, and when pulpwood will be worth three or four times what it is today. We have in that north country an unlimited supply of pulpwood. It does not, it is true, lie below the height of land; it lies above. I have it on excellent authority from those who have explored that country that above the height of land, it is almost one continuous thicket of sprucewood. Well, once you get over the height of land, the water courses run north instead of south, so that you cannot possibly drive that wood down to your mill at the Soo or Michipicoten. You must haul it down, transport it by rail, and if I am not very much mistaken, within the next ten years, one of the greatest sources of revenue of the Algoma Central Railway will be from the spruce wood that is brought down from above the height of land. Now, the pulpwood industry of Ontario is an important industry to-day, but it is an

industry that is growing more important all the time, and the possibilities of that industry are beyond calculation. Take last year, Mr. Speaker, 569,212 tons of newsprint was manufactured in the United States, a value of \$20,091,874. They were manufactured in the United States, and of that quantity 349,000 tons were manufactured from spruce grown in the Province of Quebec, or 61½ % of all the spruce used in the United States was manufactured from wood cut in the sister Province of Quebec. And while I am on this question, I would just like to suggest that the Province of Ontario and the Province of Quebec get together on this matter, let them have a uniform policy as to the exportation of pulpwood, and I believe if Quebec will adopt the policy which this Province has adopted that, within five years, we shall have four-fifths of the paper mills of the North American continent located in the Provinces of Quebec and Ontario. Notwithstanding all this raw wood that was taken from Quebec into the United States to be manufactured into news print, the exportations of manufactured pulp from the Province of Ontario, increased 100 fold during the last two years—from 40,362 tons to 95,080 tons.

An Important Part of the Security.

Now, Mr. Speaker, I come on to the Algoma Central Railway. That is the important security for this loan for which the guarantee of the Government is asked. We find that they have under operation 91 miles of road. This road runs out of the Soo for 64 miles. The tracks are laid that far, and I have ridden over the line that distance. 110 miles farther the roadbed is built, and the ties are on the right of way to be laid as soon as the rails are there. The timber is there for the construction of the bridges over the Montreal River and over the Agawa River, and the other night, if I remember correctly, the honourable member for South Lanark intimated that he understood that it would cost half a million of money to build a bridge over the Montreal River. I have made inquiries on that subject and I can inform the honourable gentleman that it will not cost \$200,000 to build a bridge over the Montreal River and Agawa River as well. It won't cost more than a third of what the honourable member thought it would cost. (Applause).

Now, they have at the "Soo" from 25 to 30 miles of terminal. This roadbed, Mr. Speaker, so the best informed railway men in Canada say, is the very best to be found anywhere in the Dominion. The line is laid with rails 80 lb. or 85 lb. to the yard, and someone, I think the honourable member for Ottawa, asked if the rails laid on this road were not the rejected rails manufactured in the mills at Sault Ste. Marie. Let me in reply say that there is not one rail on the Algoma Central Railway throughout its 91 miles under operation that has not stood the test of the Chicago inspectors, which has not come up to the standard and has been passed as a first-class rail and a rail that could not be improved upon by any mill on the North American continent. (Applause).

Results of Completion of the Line.

Now, Mr. Speaker, 25 miles more will complete this system. The roadbed is completed from Michipicoten on Lake Superior up 25 miles to

the Josephine mine, and down again 174 miles to the Soo. That road is completed so far as the roadbed is concerned; 110 miles of track yet remain to be laid. That could be easily done, and then the only thing that remains to complete the system to the Canadian Pacific Railway is the cutting out of the right of way and the building of 25 more miles of road. Once that is done, Mr. Speaker, it will reduce the distance between the town of Sault Ste. Marie and adjacent points, and Port Arthur, Winnipeg and the North-West Territories by how much do you suppose? Almost 350 miles—(hear, hear)—and a gentleman from Southern Michigan told me to-day that if that road were completed the greatest portion of its traffic would come from Detroit and other portions of Southern Michigan in a short cut through to Winnipeg and the North-West Territories. (Applause). That traffic at the present time goes by St. Paul and up that way to Winnipeg. But this short road from Sault Ste. Marie to White River would reduce the distance by over 300 miles, and we should get a very great deal of the Michigan traffic into the bargain.

Now, along this line of road, that portion that has already been built, this 64 miles, we find copper mines, iron mines, the ores of which are waiting to be hauled to the works. Take the Superior Copper Mines. I saw one of the owners of the Superior Copper Mine the other day, and he told me that they had on their dump pile 50,000 tons of copper ore waiting for this railway to carry it down to the smelter at the Soo. I am informed that they have at the Loon Lake mine alone 500,000 tons of ore in sight. We must provide a railway to transport this mineral to the mill. If we do not, we are not doing our duty by the people of this Province. (Applause).

The Proposition in Brief.

Now, Mr. Speaker, they have a proposition which is simply this: We are asked to endorse a note for \$2,000,000 for two years so that these Companies may go on. As security, they say: "We will give you the Algoma Central Railway, the Manitoulin and North Shore Railway, such of it as has been built. We will give you the fleet of steamers, and we will give you all the rolling stock, and together with that we will give you \$2,000,000 of the first mortgage bonds covering the entire industries in this Consolidated Company." Well, now, what does that mean? It means this: In rolling stock they have 918 cars on that system. Two hundred of these cars are steel ore carrying cars, capable of carrying 50 tons of ore. They are made by the Pressed Steel Car Company, and they are only three years old. They cost in the neighbourhood of \$1,600 each. Then besides that they have nineteen locomotives, the best that can be found on any railway system not only in Canada but in the United States, nearly all of them the best and most modern type of Baldwin machine, costing anywhere from \$18,000 to \$21,000 each. And now, let me observe in passing that of these 918 cars, 355 of them were manufactured in their own shops at the Soo, and not one car of the whole list of these 918 cars cost less than \$775.

The Security Considered.

Well now, as to the security. We are told—honourable gentlemen suggested that we might not be able to get our money out of them if things should not go right. Well, I think Mr. Speaker, it is absurd to even suggest that there is a possibility of things not going right with these industries up there. I think it would be the height of impossibility for things to go wrong with them. We have a wonderful country up there, a country whose richness no man in this House can begin to appreciate, but in ten years time we shall only begin to see how great and how valuable that part of this Province is. But even taking it as the honourable gentleman has said, that we might be called upon to realize upon these securities. What do we find? The cost of construction of the Algoma Central and Hudson Bay Railway amounted to \$8,179,586. The cost of the steamship line was \$837,710. The cost of construction of the Manitoulin and North Shore Railway was \$533,186. That makes a total of nine and a half millions, and \$50,000 over. Well, suppose we had to sell these out, as the honourable leader of the Opposition, I regret to say, suggested. What should we have? We should have on the rails alone—not counting the roadbed, the timber or anything else—we would have 37,100 tons of steel rail, and the honourable member for Ottawa, who is a practical engineer, who has had considerable experience in the construction of railways, says that \$20 per ton would be a fair price. I am putting them in, Mr. Speaker, at \$17 a ton. Taking 37,100 tons at \$17 a ton, you have \$630,700. Take the steamships which cost \$837,710, and put them in at \$600 for a quick sale. Then you take 19 locomotives that cost on an average \$18,500; put them in at \$15,000 each, that gives you \$283,500; and take the 200 steel ore cars, which cost \$1,500 or \$1,000 each, put them in at \$1,000, that gives you \$200,000. Then take the 718 cars, including box cars, sleepers, passenger cars, at \$528 each, and you have \$379,104, or a total of \$2,094,804, which you could realize on a quick sale for these movables, for these tangible securities, not taking into consideration at all the \$2,000,000 of first mortgage bonds which covers the entire property. There is no reasonable objection, I contend, Mr. Speaker, to this proposal, none whatever, no more reason than if the Massey-Harris people or the Canadian Pacific or the Grand Trunk Railway came to this Province and said: We want to borrow \$500 for a month for the good of the country, will you endorse our note—not any more reason in the one than there is in the other. And when the honourable gentleman from Ottawa said that they might as well ask for \$10,000,000 as \$2,000,000, I agree with him in this far that if they had asked for \$10,000,000 the people of this Province should have said: "In view of what we expect to get in return, you may have it and welcome."

Trade Benefits to Older Ontario.

What these industries have meant to New and Old Ontario, since their establishment in 1894, will be surprising to some of the people of this Province.

In 1900, they spent a million in Old Ontario; in 1901 they spent a million and a half; in 1902 they spent two millions; in 1903, a million up to the 1st September, which makes five and a half millions spent in the last three and a half years of operation.

Ten million spent in Old Ontario, in eight and a half years and what are they asking Old Ontario to do? Asking the representatives of Old Ontario to join the representatives of New Ontario, in an endorsement of a note for two years for \$2,000,000, so that that they may be enabled during the next few years to spend \$10,000,000 more money among the farmers, merchants and producers of Old Ontario.

Now the maximum expenditure for materials, supplies, labour, etc., during one month in 1902 amounted to the enormous sum of \$1,150,000, and, during the whole of 1902, these companies spent \$10,000,000 chiefly in the Dominion of Canada, and yet some honourable members of this Assembly say that we are taking a risk when we endorse their note for a paltry \$2,000,000 for two years.

Now, that is not all that was done for Old Ontario. They have been employing a great army of men up there, and I want to inform the House as to the amount of money that has been paid there in wages during the past few years. In 1901 they paid out \$1,800,000. In 1902 they paid out \$2,100,000 in wages. In 1903, up to September they paid out \$1,565,000, or in round figures, they paid out during the last eight and a half years, \$8,000,000 in wages, nearly \$4 a head for every man, woman and child in the Province of Ontario paid out by this great industry. And yet we find honourable gentlemen in this House who are not prepared to take a chance, as it were—I say we are not taking a chance,—but if we were taking a chance, no honourable gentlemen in this House should for one moment hesitate to give the relief which these companies ask, and by such hesitation indicate to the Provinces of this Dominion, indicate to the United States and to England that we have no confidence in this Province of Ontario, that we have no confidence in ourselves (Applause), that this country is not the country that it has been reported to be. We should make a great mistake, a most serious mistake, and I believe honourable gentlemen opposite should stop, should hesitate before they cast their vote against a proposition of this kind, which is so manifestly in the best interests of every man, woman and child in this whole great Province of Ontario. (Applause).

Other Advantages From "Soo" Industries.

These figures, Mr. Speaker, do not include any of the moneys that were paid out by the various contractors, who were working on these great institutions. Some of the contractors up there have employed at one time as many as 1000 men. They paid out upon tens of thousands of dollars in wages, in supplies, and materials to the producers of Old Ontario. That is not included in this calculation; and yet we find that these companies alone had in their employ 3,500 men. They had 3,500 men in their employ at the time of the crisis, at the time the works were closed down, thrown out of employment. Let me say here, although 3,500 men were thrown out of employment at the "Soo" at that time, they were able to get employment elsewhere, and they are waiting to-day for these operations to be resumed at the Soo so that they may return. They have left their families there; probably 1,000 heads of families have left the "Soo" to work elsewhere, only temporarily, I may say. They have left their families at the Soo expecting to join them again as soon as this difficulty is straightened out, and I trust it will not be very long before we are able to tell the heads of these great industries that the time has come when the doors may be again open, when these workmen may be called back to work. Take the

workingmen all along the North Shore from North Bay to Port Arthur on the west; the operations at Sault Ste. Marie and in the vicinity of Sault Ste. Marie have increased the wages of the working men from \$5 to \$10 a month; that is a fact that stands to the everlasting credit of these institutions.

Towns and Cities That Have Benefitted.

Take the towns in Old Ontario. What towns have benefitted by these expenditures? The town of Collingwood alone in 1902 received \$300,000 in cold cash from the industries of the Soo. Midland received money from the Soo; Owen Sound received large sums from the Soo; Goderich likewise; Peterborough, Windsor, London, Chatham, Woodstock, Ingersoll, Hamilton, Galt, Guelph, Toronto—did Toronto receive anything? Yes, they have received in the last five years nearly three and a half million dollars. (Applause).

I ask the honourable gentlemen who represent this fair city in this Assembly how they are going to meet their constituents if they refuse to entertain so fair and so just a proposition as this must present itself to be to them? Ottawa, Peterborough, Lindsay—there is not a city or town in the Province of Ontario where manufacturing machinery is made, but has felt the impulse of commercial life that has been going on at Sault Ste. Marie during the last five years. It has produced the best cash market to be found in the Province. (Applause).

The Policy of the Open Door.

I am only going to detain the House a moment or two longer. There is one thing that I wish to say. I have no doubt whatever as to the passage of this measure, but I wish to put myself on record that the best results in that new country may be accomplished through what I may call the open door policy on the part of the Companies, and perhaps on the part of the Government. When this land grant was conceded to the Algoma Central Railway Company, the Government permitted the lands to be closed up. Prospectors were excluded. Individual miners were excluded. Prospecting practically ceased. I say, Mr. Speaker, that the time has come when all of these restrictions should be removed, when that territory should be thrown wide open to the prospector and the individual miner. I believe it was a blind policy on the part of the heads of that company to have allowed or to have insisted upon having that territory closed up, although it was justifiable for two or three years because surveys had to be made, but now that surveys have been made I should like to insist that the areas be thrown wide open to the prospector and the individual miner, who are, after all, the real developers of that whole north country. There is not to-day a mine of any importance owned by the Consolidated Company that was not discovered by the prospectors and bought from them. They are the people who risk their little all and go out to find precious minerals. I believe that enterprise such as these courageous prospectors have displayed should be rewarded by the Ontario Legislature. A man, for instance, who discovers a large deposit of Bessemer ore ought to have his reward. You cannot estimate his value to the Province. I think if this were done that country would be immensely more valuable, both to the Company and the Province, than if the territory were locked up.

An Appeal on Behalf of the North.

As the house is aware, I represent a constituency in that new and rugged

north country. We have four times as much territory up there as you have down here, but you have ten times as many representatives as we have. So in order that that new country shall get its fair share of what is going, in this Province, the members for that country must stand together. We have on the west the honourable member for Fort William and Lake of the Woods: We have following him the honourable member for Port Arthur and Rainy River, then the honourable member for Sault Ste. Marie, and after him the honourable member for Algoma. Then follows the honourable member for Manitoulin, then the honourable member for West Nipissing, the honourable member for Parry Sound and the honourable member for Muskoka. What I want to say, Mr. Speaker, is that I have come to the conclusion that the time has come when we must stand or fall together. (Applause). If there is going to be a very great struggle I think the honourable gentlemen should fall gracefully, not only at my request but at the request of every man from Mattawa and North Bay in the east, right west to the Rainy River boundary and Minnesota. I have some communications here and I regret very much that the honourable the leader of the Opposition is not in his place to-night. He backed out of the House this afternoon at a time when I meant no offence. I was merely trying to stand by the north country and I hope his feelings were not hurt.

I have a couple of good resolutions here. This is from the town Council of Sault Ste. Marie and reads as follows:—

Moved by COUNCILLOR B. W. HARRIS, seconded by COUNCILLOR E. J. EWING:—

That the Council of the Town of Sault Ste. Marie, recognizing the infinite importance and necessity of the renewal of operations of the large industries established at this place, involving the operation of steel rail mill, the extension of the Algoma Central Railway to the main line of the Canadian Pacific Railway, and the renewal of the other works of the allied Companies; Therefore, this Council is of the opinion that the revival of those various industries would be of vital importance to merchants, miners, farmers, lumbermen and all others engaged in business in this town and entire district, and would enormously enhance the value of the timber and mineral lands of this portion of the Province of Ontario, thus creating an asset to the Province which otherwise would be of little or no value. This Council further endorses the Bill now before the Legislature of Ontario providing for aid to said Railway by guaranteeing the bonds of the said Railway Company to the extent of \$2,000,000, upon conditions and securities named in the Bill, and believes that this measure is of such general and national importance that it is worthy of the support of the entire Legislature, irrespective of all party politics or party considerations.

And that a copy of this resolution be forwarded to Messrs. C. N. Smith, M.P.P.; W. R. Smyth, M.P.P., and R. R. Gamey, M.P.P.

Mr. Smith—I have another resolution here from the Board of Trade of Sault Ste. Marie which reads:—

Moved by MR. J. T. MCKAY, seconded by MR. R. H. KNIGHT and resolved:—

That this Board recognizes the very great and vital importance to this town and surrounding districts, as well as to the Province and Dominion, of stimulating and assisting the renewal of operations of the large industries established at Sault Ste. Marie, under the present proposed re-organization of the former Allied Companies, involving the operation of the Steel Rail Mill and the extension of the Algoma Central & Hudson Bay Railway to the Canadian Pacific Railway.

This Board is of opinion that the renewal of operations of these industries will undoubtedly be of the utmost importance to merchants, miners, farmers, lumbermen and all others engaged in trade in this town and the district adjacent thereto, and will also greatly add to the prosperity of the Province of Ontario, through the opening up

and developing of the most extensive and valuable iron deposits in Ontario, as well as large tracts of rich agricultural and timber lands along the line of said railway.

This Board further endorses the Bill now before the Legislature of Ontario, providing for aid to the said railway and industries allied therewith, by guaranteeing bonds of the said railway Company to the extent of \$2,000,000 upon conditions and securities named in the Bill, and believes that such measure is very much in the interests of this town, District and Province, and is worthy of independent support in the Legislative Assembly, by representatives of the constituencies immediately affected thereby, and the prosperity of which would undoubtedly be increased by the passage of such measure.

The necessity for aid to secure the early resumption of operations is of great moment, and this Board earnestly commends the needs of the districts affected thereby, to those members of the House representing such constituencies, trusting that, irrespective of party, and for the benefit of the community and for the immediate development of the valuable agricultural, timber and mineral resources of this great district, which will greatly contribute to the future prosperity of Ontario, independent support will be given to this measure.

And that copies of this resolution be forwarded to Honourable G. W. Ross, Premier; J. P. Whitney, K.C., M.P.P.; Messrs. C. N. Smith, M.P.P.; W. R. Smythe, M.P.P., and R. R. Gamey, M.P.P.

Last night I understood the honourable the leader of the Opposition to say that he had not received any communications except in condemnation of the Bill. I am sorry that he is not here that I might pass these over to him.

Concluding Appeal.

Now, Mr. Speaker, I have finished. All I wish to do in conclusion is to appeal to honourable gentlemen opposite to support this measure because of its manifest justice. I appeal especially to the honourable members who come as I do from this great north country. As I said before, in all seriousness, we must in a matter of this kind stand together. We must educate the members who represent the older sections of Ontario. It is our duty to do so. That is why we are sent here by the people of the north, to tell our fellow members what we have up there, and what our imperative needs are in this crucial period of our history. Are we giving anything away, let me ask. Are the Algoma Central Railway, the Manitoulin and North Shore Railway, and the steamship fleet not worth two millions of dollars? If not what excuse have we, what excuse have honourable gentlemen opposite for living in so barren a wilderness? Now, Mr. Speaker, I appeal again to the honourable gentlemen opposite to support this measure. I believe I shall not appeal in vain, and let me say that if we appreciate and faithfully discharge the onerous responsibilities and duties which press upon us at this time, and if we take full advantage of the golden opportunities which at present lie before us, it will some day be said that we handed down to posterity a greater heritage than that which a kind Providence vouchsafed to us. (Loud and long continued applause.)

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