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ADDRESS

— OF —

HON. E. J. DAVIS,

COMMISSIONER OF CROWN LANDS

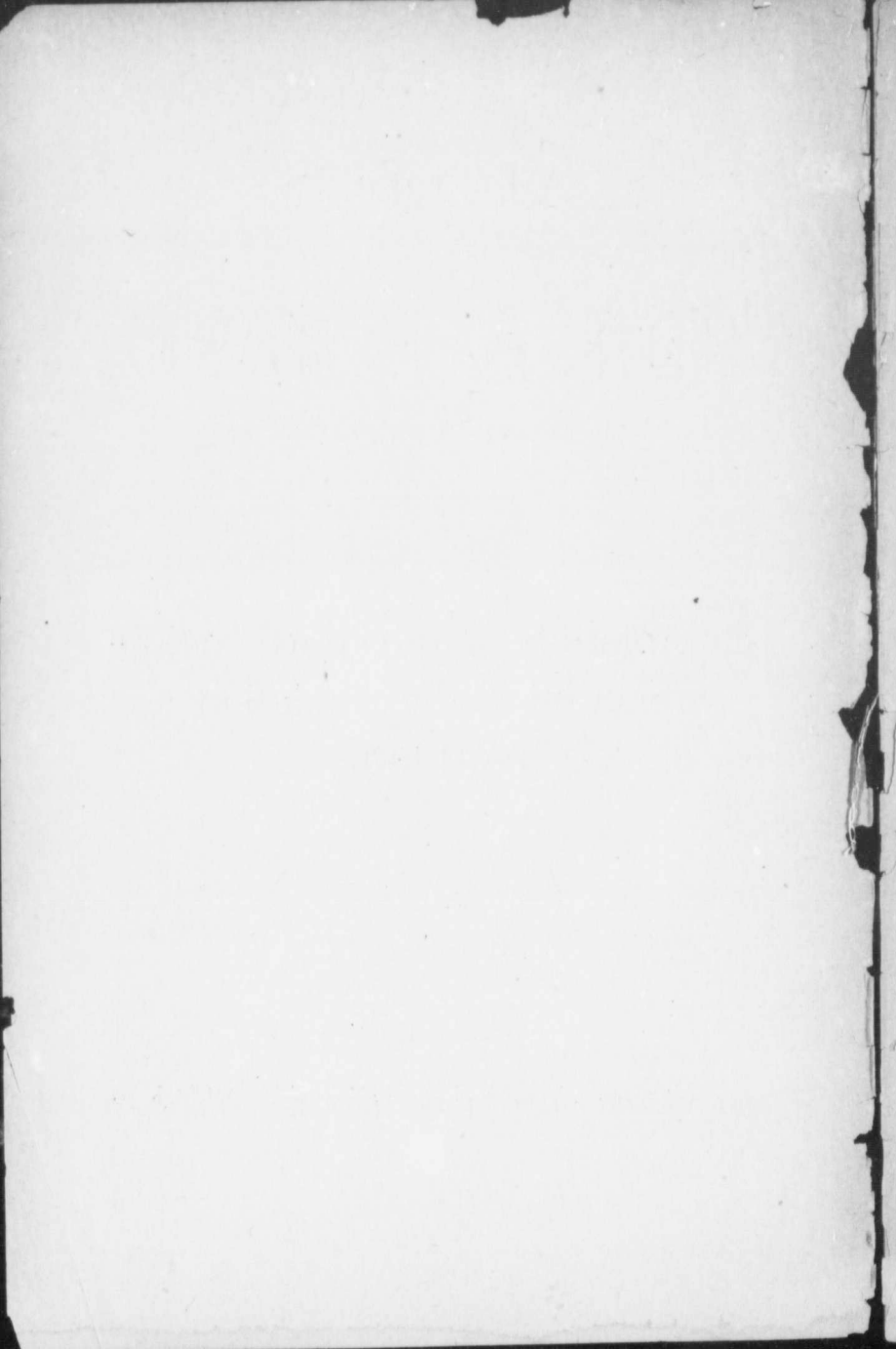
ON THE

Completion of the Port Arthur  
Section of the Canadian  
Northern.

Opening up a Rich District of New Ontario— Increasing Old Ontario's  
Trade and Commerce— Forming an Additional Outlet for Canada's  
Western Granaries— A Substantial Link in Canada's  
Second Transcontinental Railroad.

DELIVERED AT PORT ARTHUR, DECEMBER 30,

1901.



## Opening the Canadian Northern in New Ontario.



On the 30th of December last in the Rainy River section of New Ontario a scene was enacted which marked a most important epoch in the history, not only of two provinces, but the whole Dominion as well. On that day the last spike was driven in the Port Arthur section of the Canadian Northern Railway and the practical completion of 810 miles of the main line of what is destined to be the second trans-continental railroad of Canada became a fact. Atikokan Station was the scene of this most interesting ceremony and here, almost within the shadow of the great iron range from which the station derives its name, the bright sunlight of a Canadian winter afternoon suffusing the scene, the spike, a silver one, was driven home by Honorable E. J. Davis, Commissioner of Crown Lands for Ontario. Although inter-provincial in character the ceremony was a simple one, and, though simple, yet pregnant with meaning, for the driving of the spike meant the opening up of rich tracts of New Ontario for settlement, a new and much needed outlet for the granaries of the West, and the forging of a substantial link in Canada's second trans-continental road. The leading men of the district, the officers and officials of the road, and some of the leading men of the two Provinces most immediately affected by the completion of the road met at Atikokan to witness the event. As the last stroke of the hammer rang against the rail the assemblage bared heads and sang "God Save the King," concluding with three hearty cheers that reverberated with crystalline distinctness across the sparkling snowfields and through the adjacent pine wood forest. The group surrounding Mr. Davis, as he drove the spike, included Mr. James Conmee, M.P.P., who held the spike in position, William Mackenzie, President, and D. D. Mann, Vice-president of the C. N. R.; B. E. Walker, General Manager of the Canadian Bank of Commerce; Z. A. Lash, K.C., solicitor for the C.N.R., and Messrs. W. H. Moore, Lewis Lukes and Alex. MacKenzie, Toronto; J. J. Long, Collingwood; Honorable C. H.

Campbell, Attorney-General of Manitoba; S. Georgeson, President of the Winnipeg Board of Trade; John Aird, Bank of Commerce, Winnipeg; D. B. Hannah and Hugh Sutherland, of the C. N. R.; Mayor J. L. Matthews, George T. Marks, B. Clavet, H. A. Wiley, whose mine produced the silver spike used to mark the event; George Hodder, Colonel S. W. Ray, D. F. Burk, A. J. Gorrie, T. Woodside, T. S. White and D. Mills, of Port Arthur; and Mayor W. F. Hogarth, Peter McKellar and John T. Horne, of Fort William.

### Speeches at Atikokan.

At the conclusion of the ceremony, and before the party left on the return trip to Port Arthur, several of the party were called upon for speeches. Mr. Conmee said it was the proudest moment of his life. He believed since the road was done that it would be one of the great trunk lines, and he believed, also, that the people of Canada as a whole would reap great benefits from the enterprise which had been so successfully carried out. The country to the West was, he said, a great producing country, and he predicted that the demands of the traffic would compel the double tracking of the road within 10 years, but, great as the traffic would be from the grain, the mineral and the timber through which the Eastern portion of the railway passed would provide even more traffic than would the great prairie to the West. The road, as one of the connecting links between the great West and the head of navigation, would tend to build up a great city as its eastern terminus in the near future.

### Hon. E. J. Davis.

Honorable E. J. Davis also briefly responded to the request of the audience, expressing the unusual pleasure it afforded him to be present and take part in the formal ceremonies in connection with the opening of the road. He recalled with satisfaction the part which he took, when a private member of the legislature, in seconding the efforts of the deputation which came to Toronto to ask for Government assistance towards building the Ontario and Rainy River Railway. He had then realized the vast extent of the country served by the road and its magnificent resources. The difficulty which the Government experienced in assisting such enterprises was that the representatives of central constituencies had not realized the importance of furnishing facilities of transportation to the newer portions of the Province, and many difficulties were experienced in convincing them of the necessity of expending public funds for that

purpose. Mr. Davis referred to the large influx of settlers into the district through which the Ontario and Rainy River Railway passed, and the benefits following the construction of the railway from the development and opening up the rich mineral and forestal resources. He predicted that the large fertile area tapped by the Rainy River would be largely settled within the next three or four years. So far as the department over which he presides was concerned, plans were being laid for every possible effort being made to turn the tide of settlement into the Rainy River District. He was glad to be able to say a word in praise of the enterprise shown by Messrs. Mackenzie and Mann who had given the good assurance that they would give to bona fide settlers perhaps the best and most favorable terms ever given by any railway company in Canada. He said the country owed much to Mackenzie and Mann to whom he paid a tribute as Canadian boys, brought up in our own land, men who had to hew their own way in the world and had displayed great enterprise and public spirit. In conclusion, Mr. Davis conveyed to the gathering a message of regret from Honorable Geo. W. Ross, who was prevented from being present by the pressure of business, preparatory to the Session of the Legislature.

### The President of the Road.

Mr. William Mackenzie said he desired to speak as one who had encountered many difficulties in seeing the project in hand brought to a satisfactory conclusion. The firm of Mackenzie and Mann had, he said, met with great difficulty in getting the road started. The bonus originally granted was insufficient to enable them to get capital to carry on the enterprise but by the help of the people of that section of the country, and of the legislature, they had at last succeeded in getting such aid as enabled them to commence work with confidence in their ability to finish it. In this connection he desired also to refer to the presence of a gentleman representing one of the largest financial institutions in the country, Mr. Byron E. Walker, and to express appreciation of the great pluck and enterprise shown by him and his institution in assuming a share of the responsibility of opening up and developing the country by backing up the Canadian Northern. Their help was of material assistance in the expedition of the undertaking and early completion of the work. Mr. Mackenzie expressed the hope that the future would show that the confidence his partners and himself had shown in the property would be realized, that it would be of great service to the people in answering their needs and the purpose for which it was constructed, and that it would continue to be in reality what it had been called in Winnipeg last winter, "The People's Railway."

The combined party returned to Port Arthur in the afternoon, the return trip being made in about four hours and a half and, although a portion of the road bed traversed at this high rate of speed had only been graded since July last, its smoothness was a matter of general comment.

### The Complimentary Banquet.

In the evening a complimentary banquet was tendered to Messrs. William Mackenzie, Donald D. Mann and Roderick J. Mackenzie at the Northern Hotel, by the citizens of Port Arthur. The decorations of the spacious dining room were unique. Occupying the center of the table in front of the chairman was a miniature reproduction of the railway station at Port Arthur and diverging from it, making the circuit of the long table was laid a railway track bearing miniature trains, with each station on the Port Arthur, Duluth and Western, and Ontario and Rainy River Branches of the Canadian Northern indicated by small pyramids of the natural products of its district. Banners bore testimony to the energy, enterprise and ability of the guests of the evening. The chair was occupied by Mayor I. L. Matthews, who made a model presiding officer. At his right sat Messrs. William Mackenzie, D. D. Mann, Honorable Colin Campbell, J. J. Long, Rev. Father Arpin, and on the left Honorable E. J. Davis, Mr. Byron E. Walker, Mr. James Conmee, M. P. P., and Sheriff Thompson. Mr. Roderick J. Mackenzie was not present from a sense of duty, he having assumed charge of the work of construction, which prevented him from leaving the work at Rainy Lake. Around the tables were seated all the leading men of Port Arthur.

The Dominion Parliament was proposed by Mr. J. J. O'Connor, vice-chairman, and responded to by Mr. Z. A. Lash, K. C., and Mr. D. F. Burk. The toast of the Ontario Legislature was proposed by Mr. D. F. Burk and was responded to by Honorable E. J. Davis.

### Mr. Davis' Address.

Mr. Davis, who was greeted with protracted applause, commenced by voicing the regrets of the Premier who was unavoidably absent. Continuing he said: This is a great day for New Ontario and Old Ontario as well. It is a day that has long been looked forward to by the citizens of this portion of the Province. They have been putting forth their best efforts for a number of years in order that they might obtain the construction of a railway which would open the Rainy River District, with all its vast resources, and also be of advantage in facilitating railway com-

munication and trade and commerce with the Province of Manitoba, and to-night we are met for the purpose of expressing our congratulation on the practical completion of this very important public enterprise. (Applause). But this is also a great day for the Province of Ontario in another respect. I think I am well within the mark in stating that never before in the history of this Province were we in so prosperous a condition as we are at the present moment. Let me illustrate this by briefly referring to three or four important interests in the Province.

First let us take the lumbering industry which was never before in a more prosperous condition than it is to-day. The cut of this season is one of the largest in the history of the Province and prices obtained for the product has been very satisfactory indeed to those engaged in the business. The number of new mills opened during the last year or two and the additional number of men employed in the lumbering operations is due, to some extent, to the policy introduced by the Government of the Province three or four years ago which prevented the exportation of our saw logs in an unmanufactured condition. This has given additional employment to a large number of Canadians—(Applause)—has increased the amount of capital employed in the business, and from the increased quantity of supplies required for lumbering operations, such as hay, oats, bacon, woollen goods, and groceries of various kinds, has added largely to the business of Old Ontario, and, as a result, both merchants and farmers have largely profited. (Hear, hear).

### Building Up Ontario.

Then as to Colonization: We are now closing the most successful year in the history of the Province in the settlement of New Ontario. As a result of the special efforts put forth during the last two years in making known our resources, and in placing the value of New Ontario as a land for homesteading prominently before the people the stream of settlement has now turned strongly in this direction. (Applause). In the Temiscamingue district during this year many hundreds of settlers have taken up farms and are hewing out for themselves what will, in a few years, be comfortable and valuable homes. Through various parts of the Nipissing District the same results are seen. And in and around Port Arthur, where we are to-night, there has been a large influx of settlers during the past two years, and with the history of the work in this section of the Province those present are quite familiar. (Hear, hear). The Rainy River District has also received its quota, though perhaps to a

less extent than in the other sections to which I have referred, but the opening of this railroad, giving as it does increased transportation facilities, will mean that during 1902 the Rainy River Valley will experience a decided boom in settlement. (Applause.) And while speaking of colonization I need not say to you that cheap and convenient transportation facilities are of the utmost importance. In dealing with this matter, which is a part of work assigned the Crown Lands department, I have had occasion, at different times, to negotiate with our railways for the purpose of obtaining rates for settlers and their effects, and my anxiety has always been to obtain the most favorable rates possible into our new sections, as the result would not only build up our country but would also increase the traffic for our railways. And, I am happy to state, in the past these negotiations have been conducted in a most cordial manner and with satisfactory results. I am glad also to be able to say that the Canadian Northern railway has promised lower rates for settlers and settlers' effects over their lines than we have hitherto been able to obtain from any other road. (Applause.) And I have every reason to hope that during the coming season other railways will deal in an equally liberal manner with the settler. (Hear, hear)

### Splendid Mineral Development.

The mining interests, which are of the greatest importance to our Province, have also, all things considered, had the most successful year in our experience. Let me give you one or two instances. I do not intend, Mr. Mayor and gentlemen, to deal in statistics to any extent, but you will perhaps pardon me if I give one or two instances which will justify the statement I have just made. In 1895 no iron ore was raised in Ontario because there were no furnaces to smelt it, and the hostile tariff in the United States prohibited its export to that country. In 1896 the first blast furnace in the province, for many years, began operations and the iron mines of Eastern Ontario were called on for a portion of the necessary ore. In 1900 the yield rose to 90,302 tons, while in 1901, the year just closing, the figures show that it will be a little, if at all, short of 300,000 tons. The pig iron industry is keeping pace with the production of iron ore. None at all was made for a generation until 1896 when a furnace at Hamilton began operations. That was soon followed by one at Deseronto, and, more recently, one at Midland, the formal opening ceremonies in connection with which I had the pleasure of attending, and which, I understand, has been steadily running night and day since that time, employing a large number of men and adding to the progress and prosperity of the



Midland district. Last year from these furnaces about 62,386 tons were made, worth \$936,066. This year the output will be 120,000 tons, valued at about \$1,750,000. (Applause). And there is no reason why, at no distant day, Port Arthur should not be the seat of a prosperous iron smelting industry, turning the iron ores of the Atikokan and other districts along the Canadian Northern, Port Arthur and Duluth, and Canadian Pacific Railways into pig iron by the use of coke or of charcoal fuel made from wood conveyed over the same lines. (Hear, hear and Applause). I also had the pleasure, a few weeks ago, of taking a trip through other mining sections of the Province and, among other places, visited the Sudbury district. That section I had previously visited scarcely two years before and the situation as I now find it is one which must give great satisfaction, and also be a source of pride, to the people of the Province of Ontario. I found that the output of nickel ore and the number of men employed in connection with the industry had more than doubled in two years. Several important enterprises that were unknown two years ago are now in active operation. Two I will mention. The Ontario Smelting Company has erected large reduction works convenient to the Canada Copper Company's plant, the object of the new works being to take the nickel copper matte from the Canada Copper Company, which leaves their plant with about 35 per cent. metallic contents, (and which formerly had been shipped in that condition to New Jersey for final treatment) and put it through a further process by which the metallic contents are increased to about 80 per cent. In this process from 150 to 300 men are employed. Then a few miles from Sudbury I visited the Victoria Mines Company's plant and there I found large smelting and reduction works, a number of houses erected, and some hundreds of men employed where 18 months before was forest. (Applause). These instances will give some idea of the marvellous progress made in connection with the nickel industry of the Province, and, from present indications, there is every reason to believe that the output will be doubled during the next two years, as several important new industries are already under way. (Hear, hear).

Then the Agricultural interests of the Province were never in a more flourishing condition, and agriculture, after all, is the backbone and mainstay of Ontario. The prices obtained for cattle, hogs, butter, cheese and coarse grains, have been very satisfactory to the farmer. And the outlook for the continuance of the same under the Liberal policy of developing all the resources of our Province is very bright. (Applause).

The manufacturing interests have probably had the most prosperous

year ever experienced, greater demand for their products, more men employed, better wages paid, large increase in foreign and export trade, and there are all the features that indicate healthy and permanent growth. (Applause).

### The Growth of Ontario's Railroads.

While there are many other interests that ought to be mentioned time will only permit a reference to one more, namely the railways of the Province. And perhaps from the record of railway construction we will gain, in a very practical form, a better appreciation of the marvellous growth of our Province. In 1867, at Confederation, there were 1,275 miles of railway track in this Province. At the close of this year the total mileage is a little over 7,000 miles. (Applause). In 1881 there were only 12 miles of railway in what is now known as New Ontario. Now there are 1,854 miles, distributed, approximately, as follows :

Muskoka and Parry Sound.....	184	miles
Algoma.....	537	"
Thunder Bay and Rainy River.....	923	"
Nipissing.....	210	"

And railway construction is rapidly progressing. The road, the completion of which this meeting celebrates, passes through about 263 miles of this Province. The Manitoulin and North Shore road is under construction, about 15 miles being already completed from Sudbury west. Of the Algoma Central 50 miles is already built and about two thousand men are busily engaged on the construction of the balance of the line, some 130 or 140 miles. I had the pleasure of a trip over the completed part of this road several weeks ago and can speak with confidence of the excellent character of the construction. (Applause). Then there is the Government road from North Bay into the Temiscamingue district, which has been under survey during this year, and to construct which it is expected a bill will be introduced at the coming session. But, notwithstanding all that has been done in the past, and what is being done at present in the direction of railway construction, when we consider the enormous area of New Ontario still undeveloped, (from 80,000 to 100,000 square miles), it will be easily seen how important it is that other railways should be projected, as rapidly as circumstances will permit, into this vast new territory, in order that our immense resources of raw material and agricultural land should be utilized to the advantage of the Province as a whole. And I may add that the Government realizes the responsibility resting upon it to be as active in the development of this district as the financial ability of the Province will permit.

## What the Present Road Will Do.

What will this railway do for this district? That would take a long time to answer but one or two features prominently suggest themselves. The increased transportation facilities for settlers to take up the vacant agricultural land will be of great advantage. Then as a link in what eventually is destined to be a great trans-continental line it will also be of immense value. During this year some millions of bushels of wheat from Manitoba found the seaboard and the markets of the world, through United States territory, and over United States railways. The completion of this road will mean that millions of bushels of this wheat will now reach the European markets through Canadian territory, and give employment to Canadian railroads and vessels. This will mean work for large numbers of Canadians in connection with these railways, elevators and steamship lines. And, in addition to the enormous quantity of east bound freight that will be carried there will be the return freight coming to the west. (Applause). There is another feature in connection with this road that is a source of satisfaction, and that is that it will in no way impair the traffic of other roads, for the situation now in Manitoba is that the C. P. R., to which this country owes a great deal for the development which it has made possible, is unable to carry the abundant harvests of that Province and the territories, and, as each year the area under cultivation is increasing in Manitoba and the West, as well as Ontario, the quantity of freight to be handled is growing if anything more rapidly than are the railway facilities. (Hear, hear).

## Will Help the Farmers of Two Provinces.

Let us turn our attention for a moment in another direction and try to realize what this railway means to this district. It is well within the mark to say that in the area tributary to this road there is from seven to nine hundred millions of pine standing on Crown Lands unsold, which will be made more valuable as a result of the additional transportation facilities offered by this railway. This only refers to the areas where pine is found in considerable blocks. In addition to this there are, scattered here and there, small clumps of pine containing from four to five million feet, that will also be made accessible and valuable and can be disposed of to smaller operators, as the circumstances of the district require. We must not overlook the great quantities of pulp wood throughout this district. It is almost impossible to estimate fairly the quantity in cords but enough is known to make it safe to say that there is sufficient to

supply several large pulp mills for many years to come. Then, as pulp wood will reproduce itself in from 25 to 30 years, it is easy to see that the supply is practically inexhaustible. (Applause). Of course the reproduction only applies to those areas unfit for farming purposes. There are also large quantities of cedar, jack pine, &c., and already the settlers of Rainy River, I am informed, are making contracts for the disposal of cedar posts, railway ties, and wood to be shipped over this road to the farmers on the prairies of Manitoba. This will be a great boon to our settlers enabling them to get ready cash for the timber they remove in the course of clearing their farms. (Applause). It will be of advantage also to the Manitoba farmer, who has no wood of any kind to draw from. This is one of the strong inducements to intending settlers in the Province of Ontario. On taking up their 160 acres of land from the Crown they obtain all the timber except the pine, and as much of the pine as they require for building and fencing. They are able, while clearing, to dispose of their wood for cash, and many of them in the Rainy River district have already received hundreds of dollars in this way. They also can obtain employment, if they desire, during the winter season, in connection with the lumbering operations, or in the mines; while in Manitoba and the Territories there is nothing to depend upon excepting the crop from the soil itself, and, with a bad harvest or two in succession the settler is often in great need, or sometimes financially wiped out altogether. In my opinion there is no State or Province in the world affording so many advantages to settlers as the Province of Ontario.

### Old Ontario Largely Benefited. •

But the completion of this road means a great deal also for the older portions of the Province. Manufacturers of engines and boilers, electric plants, mill machinery, &c., will find increased trade as a result of the development of new mines and the erection of saw mills, pulp mills, &c. The farming community will be benefitted by the increased outlet for their products; manufacturers of boots and shoes, woollen goods, harness and other articles that will be required for the increased number of settlers, miners, and men employed in the lumber woods and saw mills, will likewise benefit. In fact every class of business men will feel the increased volume of trade between the two ends of the Province. This in return means the employment of an increased number of mechanics and laborers in all our factories, with better wages. And by increasing the general purchasing power in Old Ontario. It will enlarge the farmers' market also. (Applause).

## Well Merited Praise.

I would like to say a word here with reference to the representative men of your district. My experience as a member of the Legislature for 14 years has impressed me with their progress and enterprise and I have marked the persistence with which, from year to year, sometimes amid many discouragements and with apparently very little result, they pressed upon the attention of the Legislature the importance of the expenditure of money in the opening up of this new country. In fact their statements as to the enormous natural resources of this part of the Province were of such a glowing character that I am afraid a good many were not inclined to take their utterances seriously. And then, perhaps almost in despair, they undertook to bring the members of the Legislature up through this country to see for themselves and form their own opinion, and, as a result of their efforts, the Legislative tour of about two years ago was undertaken and quite a number of members, journalists and others, availed themselves of the opportunity of travelling several thousand miles through the newer portions of the Province. The result of that trip has been of inestimable value to this Province. Newspaper representatives were amazed with what they saw and wrote articles for their respective journals which made known to the Province generally, and other countries as well, in a way not hitherto attempted, the importance and magnitude of the resources of this vast area. Members of the Legislature during every day of their trip expressed their admiration and surprise at what they beheld—wonderful mining prospects, vast timber areas, great water powers, splendid stretches of agricultural land—all these things were impressed upon their minds in such a way that, on their return and when next assembled in their legislative capacity, they understood more thoroughly the responsibilities of the House toward this new country. The Government introduced a number of measures having for their object the development of these resources, in fact the present Premier has emphasized the development of New Ontario as one of the main features of his policy, and the Government will continue to press their policy along this line as rapidly as the best interests of the province warrants, realizing that the results already obtained have been of incalculable advantage. (Applause).

## Those Who Bear the Brunt.

There are many different classes that are valuable to our country but time will not permit me to mention only a very few. There is one class

that in the newer districts has been of great value. I refer to the mining prospector. You are familiar with the efforts and sacrifices put forth by these men; pushing out into the wilderness and toiling on day after day with the hope of discovering some mineral deposit that will be of advantage; and many of our most valuable mines have been discovered in this way. (Hear, hear). And who can estimate the general results of the work of these men? It is, therefore, only right that our legislation should be as liberal as possible in their behalf, giving them ample encouragement in their work and protecting their rights in every possible way.

Another important class is our lumbermen, many of whom are men of capital, and who can command capital, and who are willing to take the risk of purchasing at public competition and at high prices, blocks of timber, opening up roads through the wilderness to get their logs to the streams, perhaps driving them hundreds of miles to the mills for manufacture, expending large sums for labor and supplies, and adding to the general commerce of the country.

We then have the great farming class, of which, perhaps, I might claim to be a humble member. Who can properly explain what the country owes to their perseverance, frugality and industry in building up and developing our country. (Hear, hear). It is of the greatest importance that their interests should be properly guarded in the framing and administration of our laws.

Then we have our mechanics and workingmen, without whom our Province could not have attained the proud position which it has reached in agriculture and manufacture. Experience has demonstrated that our mechanics and workingmen have no superiors in the world. When they go to other countries they always come to the front and achieve distinction, and it is a source of satisfaction to realize that our own province is developing so rapidly that ample employment can now be found for all. Without their help no railways could be constructed, no machinery manufactured, no trees converted into logs or sawn into lumber, and our prosperity as a Province is, in a great measure, due to their industry and skill. It is also a satisfaction to know that wages during this year have been higher than probably any other period in the history of the Province. (Applause).

### **A Personal Tribute.**

Then we have our business men and time will not permit that I should do more than refer to their sagacity, pluck and enterprise. As a

Province we are deeply indebted to the business man. And this brings me to the object of this banquet to-night, which is in honor of Messrs. Mackenzie and Mann, two of the leading business men of this Province. A few years ago when the great Canadian Pacific railway was about to be constructed, in looking round for some one to take charge of that great enterprise those in charge were unable to find any one in Canada to whom they were disposed to intrust the responsibility of the work, but secured from the United States Mr. VanHorne, now Sir William, who successfully carried the project through, afterwards, as president, administering its affairs with consummate skill for some years. But now a new era has dawned in this direction and when this link in a new transcontinental railway was about to be constructed we were able to find in the gentlemen whom we are here to-night to honor,—(Applause)— men who could successfully carry out the undertaking, who were Canadian boys, in fact boys from the Province of Ontario. (Cheers). The one, Mr. Mackenzie, was born on a farm in Victoria county, and worked as a boy with his father on the farm. The other, Mr. Mann, is also a farmer's son, and worked on his father's farm in Halton county in his early years. These two gentlemen have, by their pluck and business sagacity, worked their way along, constructing one enterprise after another, until to-day we see the completion of this railway, which now numbers in Ontario and Manitoba, all told, about 1300 miles. We have reason to be proud of men of this class and I am glad to be here to-night to join with you in honoring them upon the successful completion of this important undertaking. (Applause). I have no sympathy with those who, without reason, condemn in general, men who are engaged in connection with the construction and operation of public franchises. These men have their responsibilities and obligations to the Government and to the people and it should be insisted that they live up to those responsibilities and obligations to the letter. They are entitled to all the rights which properly belong to them but not one iota more, and the humblest citizen in our Province should have his rights guarded and respected in exactly the same way. (Hear, hear).

I see around this hall to-night the flag of the Empire, the greatest empire upon which the sun has ever shone, an empire of which we are proud to form a part. (Applause). Its glorious history is our history, its achievements are our achievements, and we look back over the pages of that history with pride and satisfaction as we see what has been accomplished in art, in science, in commerce, in the colonization of vast areas all over the world, and in maintaining the rights of her subjects

everywhere and always. An empire such as this could not have achieved its present position unless built on a solid foundation. That foundation is broad enough to embrace all colors, creeds and races, under the common bond of British citizenship, and extend to each equal rights under the flag. Let us then, each in our sphere, realize the responsibilities of our grand Canadian Citizenship. We cannot each leave a railroad as our monument but we can, however humble our station, do our duty cheerfully and well. Let us but do that and, within the time of those seated around this happy board, New Ontario's millions of acres of splendid agricultural land will re-echo with the varied industry of happy, contented communities. (Prolonged applause).

