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Northern Ontario

AND

MEASURES TAKEN BY THE WHITNEY
GOVERNMENT FOR ITS DEVELOPMENT

SPEECH BY

HON. W. H. HEARST

In Reply to an Address on Northern Ontario by Mr.
Samuel Clarke, Member for West Northumberland

Delivered in the

LEGISLATIVE ASSEMBLY ON APRIL 16th, 1914



A Settler's Home in Northern Ontario.

*Address of the Honorable W. H. Hearst, Minister of Lands,
Forests and Mines, delivered on the 16th day of April,
1914, in reply to an address on Northern Ontario by Mr.
Samuel Clarke, member for West Northumberland.*

Mr. SPEAKER: We have all listened with interest, and no small degree of pleasure, to the address of the Honorable Member for Northumberland, Mr. Clarke, in moving the Resolution standing in his name relating to Northern Ontario. My honorable friend suggests that if he were free, he would like to receive a position in connection with the work of settling our north country, but, while he has undoubtedly some qualifications to commend him, I fear his address this afternoon shows such a lamentable lack of knowledge of that country and the development that is taking place as to disqualify him completely for any such position. He has a great deal yet to learn before he is in a position to even properly discuss the problems of Northern Ontario, much less to advocate the claims and advantages of that great land. The honorable gentleman says that his knowledge of this section is on a par with that of the average person in Old Ontario. I cannot speak for all the people of Old Ontario, but I can assure my honorable friend that there is a large percentage of them that know infinitely more about the north country and what the Government is doing for its development than he has disclosed by his remarks this afternoon. Every real suggestion he has made and every idea of any importance that he has thrown across the floor of this House has already been carried out or is being carried out by this Government in connection with the development of that great country.

In view of the evident lack of knowledge on this important subject by Honorable Members opposite, I will ask the House to bear with me this afternoon at greater length than I otherwise would. Had my honorable friend known the facts as he

might have known them, and had he read the literature, reports and pamphlets issued by my Department, by the Colonization Branch of the Agricultural Department and by the Timiskaming & Northern Ontario Railway Commission, he would never have made the speech he did this afternoon, and when he is advised of the facts, as I hope to be able to advise him before I take my seat, I have no doubt he will be fair enough to admit that there was no justification for the Resolution moved by him, and that in so far as his speech consisted of criticism it was totally unjustified.

The honorable gentleman apparently did not even read the Motion himself, which, I have no doubt, issued from the drafting-room of the Leader of the Opposition without any instructions from the Mover; at all events, he failed to present a single argument in favor of any part of his Motion, and some of his remarks were a flat and direct contradiction of the insinuations conveyed in other parts of the Motion.

The honorable gentleman only attempted this afternoon to deal with one section of Northern Ontario, the District of Timiskaming, and he admittedly knew very little even of that section, but I do not propose to confine myself and my remarks entirely to the section spoken of by my honorable friend, for, while it is almost boundless in extent and limitless in its resources and possibilities, there are other parts of Northern Ontario equally productive and equally important to the Province from every standpoint that are calling for attention and consideration by this Government and the people of the Province.

I would have hardly thought it necessary in this House, after the addresses that have been delivered from time to time, the reports and literature that have been given out, and everything that has been done to spread knowledge and information of that great country, to have to remind Honorable Members of the vastness of the timber, mineral and agricultural resources and possibilities of that land; and I desire in this connection to note with pleasure the candid and proper remarks of my honorable friend with reference to the timber of Ontario. However, had he looked to his left he would have seen his friend, the member for North Bruce, making vigorous efforts to turn the current of his remarks, which were a complete condemnation of the position taken and arguments addressed by him in

connection with the Government bill for the purchase of the Pembroke Lumber Company limits in Algonquin Park for reforestation purposes. Had the honorable member for West Northumberland been in the House on the occasion referred to, I am sure from his remarks this afternoon he would have greatly aided me in showing the unjustifiable and untenable position taken by his friends on that side of the House.

If my honorable friend and the members of the House will bear with me, I would like to speak of a trip I took last summer in Northern Ontario, accompanied by the Honorable Minister of Railways and Canals of the Dominion Government and a number of members of both the Provincial and Dominion Houses from Northern Ontario. We spent practically three weeks in that north country carefully studying its possibilities and resources and the best means by which to aid its development. I had before that trip some fair idea of the heritage we possessed there, of its great possibilities, and a firm belief in the great future that lay before it; but I came back from that trip with a greater conception of its extent and splendid possibilities than I ever possessed before.

We started at North Bay, one of the splendid and progressive towns of Northern Ontario, and spent a week or ten days along the line of the Timiskaming & Northern Ontario Railway, travelling not only along this line of railway but taking extended excursions into the surrounding country by motor car, by wagon and by boat; and we were all delighted at the splendid progress being made in this section, the number and character of the settlers located therein who were making good, and the tone of encouragement and hope that existed everywhere. We made a careful study of conditions around Cobalt, Haileybury, New Liskeard, Englehart and in the different progressive towns, villages and settlements along the main line of the Government railway. We also travelled over the different branches of this railway to Elk Lake, Porcupine and Charlton, viewing the splendid agricultural and mineral possibilities opened up and made accessible by these branches. We also travelled over the Iroquois Falls branch and viewed the works of the Abitibi Pulp & Paper Company at Iroquois Falls, an industry of the greatest possible importance to that whole country. At the junction of the Government railway with the National Transcontinental Railway we visited the Town of Cochrane, situated

in the heart of a splendid agricultural section, with great and well-founded hopes and aspirations for the future. Perhaps nowhere in Ontario will you find towns and communities as up-to-date in the matter of providing waterworks, sewerage, electric lights and all modern conveniences for the citizens as in Northern Ontario. Cochrane, as you know, is situated north of the height of land in what is known as the great Clay Belt, and in that Clay Belt we have an area of good agricultural land, in my opinion, quite as large and possibly considerably larger than that suggested by my honorable friend. Speaking generally, I believe that this is as rich agricultural land as can be found anywhere in Canada; but when I say this I do not pretend that every acre of the Clay Belt is good land. We have many thousands of acres there of jack pine plains that should not be open for settlement; we have many acres of muskeg that at the present at all events should not be put on the market, although eventually, when these lands are drained, I have no doubt that they will become possibly the most productive sections in that country. But, while we have these areas of sandy plains and muskeg, we still have millions upon millions of acres of the very finest agricultural land in that great Clay Belt.

I would not think it necessary to make these remarks, as one speaking of a country must speak of its general characteristics just as we speak of Old Ontario being a good agricultural country although we have thousands of acres of sand hills and rocks that should never have been settled upon, but Professor Fernow has taken me to task for the language that I have used on other occasions with reference to the fertility of the north, and I want to guard myself so that even he will not find room for criticism. I am not aware that any other person in Ontario has sought to criticize any remarks I have made in this connection.

From the Town of Cochrane we travelled eastward along the line of the Transcontinental to the easterly limit of the Province of Ontario and some distance into the Province of Quebec. The land along this railway is good practically the whole distance from Cochrane to the easterly boundary of the Province, but it rather deteriorates in character the further you get east, and the character of the land towards the easterly boundary

of Ontario and after you get over into Quebec does not compare favorably with the character of the land as you travel westward.

Returning to Cochrane again, we travelled westward on the Transcontinental to the great City of Winnipeg, and for 300 miles or thereabouts west of Cochrane you find magnificent agricultural land. From Cochrane to Hearst, a distance of 130 miles, the land is practically all good, and around Hearst the country could not be excelled, and this promises in the near future to be one of the important towns of Northern Ontario; and when you get further west still into what is called the Bad River country, if possible the land is even better still. Once you reach the neighborhood of Lake Nepigon, the country becomes rocky and broken, somewhat similar to that seen along the line of the Canadian Pacific Railway on the north shore of Lake Superior, and this is a section that for the present at all events settlement should not be directed to.

On our return trip from Winnipeg we travelled along the main line of the Canadian Pacific Railway, and you see little of agricultural possibilities until you reach the Town of Kenora, where we found a splendid town, with scenery unsurpassed, beautifully situated on the shore of the Lake of the Woods; a town with great hopes and aspirations for the future, and with perhaps brighter prospects than it has been able to look forward to for some years at all events.

Travelling still eastward to the vicinity of Dryden, we found a country of splendid agricultural possibilities, and noted particularly the splendid character of the farms and buildings at this point and the progress being made by the people. We noted also the large returns received by the farmers in this section for the pure seed grown by them. Seed grown in this vicinity has a Provincial reputation, and brings splendid returns to the people engaged in the growing of it.

Following eastward we came to the Cities of Port Arthur and Fort William, bidding fair to be two of the very great cities of Canada in the not distant future. It is hard to find greater development anywhere in the same space of time than has taken place in these two cities within the last five or ten years. There has been a general impression in the past that there is not much agricultural land in this section. This is a misapprehension entirely; there are thousands upon thousands

of acres of splendid agricultural land tributary to these cities, and you can find as good farms in the Slate River Valley and elsewhere in this vicinity as my honorable friend can see in his own county or in any of the well-settled portions of Old Ontario, and I will give the House some figures later on which I am sure will be a source of satisfaction to my honorable friend and to the other members of the House with reference to the number of settlers that have gone into that section during the last few years, and so far as I can ascertain are practically all making good.

We had the privilege of travelling along the new Canadian Northern line from Fort William to Nepigon, but did not have much opportunity of judging of the agricultural possibilities of that section. We had, however, the privilege of enjoying the matchless beauties of the Nepigon region and catching some splendid specimens of fish from the most famed trout stream in the world.

From Nepigon we had to return to the main line of the C.P.R. at Port Arthur, as the steel had not then been completed on the Canadian Northern between Port Arthur and Sudbury, and we travelled by the Canadian Pacific to Franz, the junction of that line with the Algoma Central & Hudson's Bay Railway; then down the last named railway to my own city of Sault Ste. Marie, and I do not know that there is a more beautiful scenic route to be found anywhere in Canada than on the line of the Algoma Central Railway between Franz and Sault Ste. Marie. This is not a country into which I would suggest that settlement should go, but I do say that from the standpoint of magnificent scenery this section of country cannot be surpassed, and I hope my honorable friends will avail themselves of the opportunity of taking a trip over this line at the earliest moment.

At Sault Ste. Marie we found one of the most promising cities of the Province. Perhaps nowhere can you see greater evidence of growth, expansion and prosperity than the City of Sault Ste. Marie and the Town of Steelton offer. I wish time would permit me to give you figures showing the growth that has taken place in these splendid cities, especially during the last few years.

From Sault Ste. Marie we travelled through the District of Algoma, passing the rising and important Towns of Bruce

Mines, Thessalon, Blind River, Massey and Webbwood, to the prosperous and progressive Town of Sudbury, where we visited the different mines at that point, which produce over 75 per cent. of the nickel of the world, employ thousands of men, and pay millions of dollars annually to their workmen. We saw the expansion that is going on there in connection with the mining industry and the works connected therewith, every company engaged in enlarging their works so as to greatly increase and in some cases double their output.

I subsequently made a trip over the Canadian Northern from Sudbury to the end of the steel, but at that time, unfortunately for us, the steel did not extend very far to the west, and I did not have an opportunity of forming much judgment as to the character of the land through which that road runs. The steel was only connected on this section a short time ago, and ballasting has not yet been completed.

My honorable friend complained that the lands lying along this railway have been tied up from settlement, but I would like to point out to him that he is under a complete misapprehension as to the facts. No land has yet been selected for or awarded to that company and no land has been tied up, but settlement will not and should not be permitted to go in there before this road is in operation and proper transportation facilities provided for the settlers.

I have said something in a general way about the great Clay Belts, consisting as they do of millions of acres of splendid agricultural land, but all the good agricultural land in Northern Ontario is by no means confined to these sections. We have in the Districts of Nipissing, Sudbury, Algoma, Manitoulin, Thunder Bay and Kenora millions of acres more of magnificent land, and large areas in these Districts are situated convenient to growing and prosperous towns and cities, which makes them particularly advantageous for settlement. Then we have the Rainy River Valley in the western portion of the Province, where you have an area of first-class agricultural land three-quarters of a million of acres in extent.

Some years ago we heard a great deal about what the late Government had done and was doing for Northern Ontario, and I want to give you some particulars with reference to what the late Liberal Government actually did for that country as compared with what the present Government is doing for the development of that great domain.

Comparison of Expenditure under Liberal and Conservative Governments.

Everyone will appreciate that the first and most important things in the development of a new country is the construction of roads, bridges, drainage and other like works. Now let us see what we have done during the eight years we have been in power as compared with the last eight years of the Liberal Government.

Public Works.—From 1898 to 1905 the Liberals expended on public works in the north \$160,617.91. For the corresponding period, from 1906 to 1913, under Conservative rule, we have expended \$816,820.36, or an increase under the present Government of \$656,202.45, or 408 per cent.

Colonization Roads.—Then take the question of colonization roads, and my honorable friends from Manitoulin and Algoma know and understand exactly the hardships that were endured in the north in the old days for lack of roads and the protests and petitions that were poured in on the late Government for assistance, and that remained unheeded and unattended to. For the last eight years of the Liberal rule, from 1898 to 1905, the sum of \$911,781.25 was expended all told for this purpose, while during the eight years this Government has been in power, from 1906 to 1913, the splendid sum of \$2,693,610.61 was expended, an increase of \$1,781,829.36, or 195 per cent. The increase in expenditure for this purpose for 1913 over the last year under Liberal rule was nearly \$400,000, or 300 per cent. The sums I have given you are for colonization roads alone constructed under the Public Works Department, and have nothing to do with the \$5,000,000 appropriated for the development of Northern Ontario.

Education.—Then one of the first needs, in fact the most important one, in a new country is school accommodation for the children of the settler. If we are to get the right kind of settler in the north we must provide them with schools so far as possible, and while in a new country there must necessarily be difficulties, this Government has, so far as it is humanly possible, tried to provide educational facilities for the boys and girls in the Northland. Now during the last four years of the Liberal Government the total amount expended for education in the north was \$281,919.63, while during the last four years

under the present Government the amount expended for this purpose was some \$890,813.55, or an increase of \$506,893.92, or over 180 per cent.

We are helping to build schools and giving special grants for that purpose, something that was not done in years gone by. But we are doing more, we are giving extra grants to poor schools in the north to assist in the maintenance of them. A policy adopted last session, and one which I believe will be of lasting benefit to the school sections in the north, was the passing of an Act providing for the purchase of school debentures in unorganized districts. One of the disadvantages in a new country is the difficulty school trustees find in disposing of their debentures, and when they do find a purchaser a very high rate of interest is demanded, sometimes 8, 10 and 12 per cent. The provisions of this Act are being enlarged, and widened this present session.

Agriculture.

After education, I think all will admit that the next important matter in which we can aid the settler is in agriculture, advising him of the proper kind of stock to breed, the kind of seed to plant, the best method of cultivating and draining his land, and giving him generally all the information possible that will assist him in securing the best returns for his labors. During the last four years of Liberal rule the Government expended all told \$36,535.82 to aid agriculture in Northern Ontario. During the last four years of this Government we expended for this purpose \$159,714.01, an increase of \$123,180.19, or 339 per cent.

We feel that we are fairly entitled to some credit for the movements we have made and the work we have done along these lines. We are sending district representatives into every section to bring the benefit of expert agricultural knowledge to the very door of the settler. Not only that, but in addition to the drainage works being constructed by my own Department, about which I will speak later, the Public Works Department makes substantial grants to assist in the drainage of the older parts of New Ontario. We are giving special aid to agricultural societies to stimulate good farming by means of competition, in short, we are doing everything that we can in reason to help this new country from an agricultural standpoint. At Monteith we have an experimental farm that has done much for the development of that

country. Last year the Honorable Minister of Agriculture and some of his officers conducted an excursion there, and large numbers of people took advantage of that excursion and attended the series of lectures given at the farm by agricultural experts, and also saw the actual results obtained there by improved methods of farming. These excursions, I think, should be continued in the future, and I have no doubt the subject will receive the careful attention of the Minister.

Total Expenditure in North.

Before leaving the question of comparison of the consideration given by this Government and that given by our predecessors, I desire to point out that under the last four years of Liberal rule you will find that the total expenditure in Northern Ontario was \$2,847,549.03, and during the last four years under the present Government it amounted to \$8,571,975.29, or an increase of \$5,724,426.26. Someone may say that our Liberal friends would have improved in their conduct had they continued in office but unfortunately for this argument they gave us no hope or promise of improvement when in power, but on the contrary, some time before the defeat of that Government, the Prime Minister pointed out that grants for colonization roads, public works, and other much-needed improvements in the north must be curtailed instead of increased, pointing out that the revenues of the Province were not sufficient to meet current expenditures, and that controllable expenditure such as I have mentioned would have to be decreased.

\$5,000,000 Appropriated for Northern Development.

But while everyone must admit that the increased grants for public works, colonization roads, education and agriculture, that I have just spoken of, were substantial, we were not satisfied even with these, and felt they were not sufficient to meet the needs of that great country. Consequently two years ago we passed an Act, with which the House is familiar, whereby \$5,000,000 were set aside for the development of that northland. This sum will be expended in the way best calculated to better the country and better the conditions of the people, and in view of some remarks that have been made in this House I want to

say this, and to say it emphatically, that the full \$5,000,000 will be expended in works for the development and advancement of Northern Ontario, and when these five millions have been expended, if I am a Minister representing Northern Ontario, \$5,000,000 more if necessary and as much more as may be demanded to keep pace with the necessary requirements for the development of the Northland will be provided.

Work under Commissioner Whitson.

I want now to direct your attention to the work that has already been done under Commissioner Whitson. Up to the present time 764 miles already have been constructed, of which over 500 have been fully completed and graded. Last year we expended all told, \$1,081,172.23. Work was carried on over the whole of Northern Ontario, extending from the Quebec boundary on the east to the Rainy River valley in the west. In the Rainy River valley we constructed 109 miles of roads and 42 miles of drains.

Rainy River.—In this district we have three-quarters of a million acres of splendid agricultural land, of which approximately 187,500 acres are now under cultivation, leaving ample room yet for development in this section. The work that we have done in this valley has already increased the value of the lands tributary to them from one and a half to three dollars per acre, and has provided facilities whereby the settlers can get their products to the mill and to the local market, and their children can go to school without difficulty and hardship.

Thunder Bay.—In the Thunder Bay District we have constructed 107 miles of improved roadways, forming leading arteries from the agricultural sections to the splendid market towns of Port Arthur and Fort William.

Algoma.—In Algoma we have expended considerable money on the Sault-Sudbury Trunk Road, which forms a splendid highway from Sault Ste. Marie into the good agricultural land to the east, thus assisting the settlers to get a market for their agricultural products. I am creditably informed that the lands in that territory were increased in some instances to the extent of from five to ten dollars an acre by the construction of that road.

Sudbury.—In the Sudbury District we constructed leading roads from Sudbury to the Blezard and Chelmsford Valleys, where there are splendid agricultural possibilities, and have thus given the settlers access to the markets at Copper Cliff and Sudbury. Mining roads were constructed into the promising mining camp at West Shining Tree, stimulating mining in that community.

Nipissing.—In Nipissing a trunk road has been constructed between Mattawa and North Bay, giving settlers in that part of the Province access to the markets in these towns.

Timiskaming.—In the District of Timiskaming around Porcupine, Iroquois Falls, and along the Transcontinental Railway, from the Quebec boundary west 125 miles to the Ground Hog River, we have under construction 190 miles of road, 138 of which were cut out of the bush, in the construction of which the sum of \$230,704.37 was expended. In the Haileybury, Englehart, Matheson, Charlton, Swastika sections we have 150 miles under construction, 50 miles of which were cut out of the bush, in the construction of which \$185,612.61 was expended; and in the vicinity of Hearst, at the junction of the Algoma Central Railway with the National Transcontinental we have 29 miles under construction, all of which were cut out of the bush, in the construction of which the sum of \$18,529.61 was expended, all of which is in addition to 233 miles under construction in 1912, at an expenditure of \$193,000,000.00.

In Timiskaming we are only opening the best and the very best townships for settlement, and the policy adopted in these townships is to construct leading or trunk roads around each township on all four sides, and also through the centre of each township from east to west and from north to south. These roads are being built in advance of settlement in some sections just to do what the honorable gentleman suggests we should do, make the lot of the settler as easy as possible, but we are not constructing one mile of new road except where we feel that settlement will flow in and that at an early date. In addition to these trunk or main roads a considerable amount was expended in the construction of short roads where that was demanded in different sections. We propose to carry on this policy during the present season and, as knowledge and experience tell us that

different things are required for the development of that country, so they will be undertaken. We propose this year to clear up farms for experimental purposes near the Ground Hog River, west of Cochrane, and elsewhere in that section. We want to show the settlers the best method of clearing up and cultivating the land there, and to test out for him the climatic conditions of that particular section, and give him all the information we possibly can. One of the things to be considered in that new country, as in any new bush country, is the climate. We will have to some extent summer frosts to contend with, as was the case in the early days in Old Ontario. This difficulty will, I am confident, rapidly disappear as the country is cleared up.

When we speak of Northern Ontario people do not get a proper idea of its location, and do not appreciate the fact that Cochrane, to-day practically the last outpost of settlement, is some 50 miles south of Winnipeg, and that the temperature at that point compares more than favorably with Winnipeg, and that the International Boundary between the United States and Western Canada is away south of much of what we call Northern Ontario.

We are endeavoring in every way in our power not only to secure settlers adapted for this country, but to assist in every way we can the settlers who are going into that country. We have Commissioner Whitson devoting his whole energy, time and ability to this work. It may be that he has too much on his hands, and that subject is now under consideration, but I want to tell my honorable friend and the other members of this House that the moment more commissioners or officers are required for this work I will not hesitate to secure the services of the best men available for the purpose.

Now I want to say something with reference to the publicity work that is referred to in the motion of the honorable gentleman, although he did not say much about it in his address.

And in this connection I desire also to point out that in addition to the work carried on in the Timiskaming country in my own Department and the Department of Agriculture, the Timiskaming and Northern Ontario Railway Commission carries on a splendid work in stimulating activity in connection with the settlement and development of that country. The officers of the Commission go in and out among the settlers along the line

of railway giving advice, assistance and counsel whenever required. I desire to quote from Mr. Lee, the general agent of the Commission, with reference to the development of that country, in which he says:

“Commencing at Haileybury, the southern end of the clay belt, evidence of the work being done is seen on every hand. Extensive clearings are particularly noticeable all through the Township of Bucke. At New Liskeard, the country has become so well cleared that one can see for miles in different directions. Bank barns and other substantial buildings and improvements can be observed on every hand and it is hard for one to realize that the scene is a New Ontario one, and not one in the County of York. The same remarks he says apply to the Townships of Dymond, Hudson, Harley, Armstrong, Kerns, Henwood, Harris, Casey, Brethour, Pense and Ingram.”

Mr. Lee further states:

“The building and completion of the Elk Lake Branch is responsible for splendid improvements and good showings in the Townships of Cane, Boyce, Beauchamp and Tudhope. Remarkable progress has also been made in Chamberlain, Savard, Catherine, Pacaud and Marquis.

“Around Charlton, in the Townships of Robillard, Truax and Sharpe, the people are making a good showing and the fair at Charlton this year was a proof of the advancement being made by the people.

“Around Sesekinika the settlers are making a fairly good showing with their clearings and buildings.

“At Matheson the country has made great advancement; very noticeable improvements are being made in the Townships of Playfair, Bowman, Carr, Curry, Taylor, Walker, Clarke and Calvert, and in a few years this will be one of the very best sections on the People's Railway.

“Considerable development is taking place along the Porcupine Branch in the Townships of Dundonald, German, Matheson, Hoyle, Whitney.

“Around Cochrane a most noticeable development has taken place in the Townships of Lamarche, Glackmeyer,

Clute, Brower, Calder. The past year has seen more improvements than the two previous years.

"Along the line of the T. & N. O. there is evidence of prosperity on every hand, and a well satisfied and contented lot of people.

"The fall fairs at Charlton, Englehart, New Liskeard and Haileybury last year were a marvel to all visitors who had the good fortune to attend them, and were sufficient to convince any person that the settlers in Timiskaming are a well-to-do, thrifty, intelligent people, that cannot be surpassed anywhere. And no one can help but think that the future of Greater Ontario is assured.

"The Falls at Abitibi are being developed and large pulp mills are in course of construction. A line of railway has been constructed down to the mills from main line at Porquis Junction. This is one of the greatest developments that has yet taken place in Northern Ontario. It means everything to the settler in disposing of his pulpwood and other timbers.

"If we hear of a settler with a complaint it is investigated and made right, and I know of practically none dissatisfied with their lot."

Publicity.

I quite understood and expected that it might require time and energy to preach the gospel of Northern Ontario to the people of the Province generally and to the people outside of the Province, and to enlighten them on the possibilities of that country, but I did not quite understand until this afternoon that we had such fallow ground within this House, and so I am sure the members of the House will bear with me if I take some time in an attempt to educate the honorable gentlemen opposite on this important subject, so that they will at least know something of the question when they attempt to again discuss it.

In the first place we are carrying on an extensive advertising and publicity campaign particularly among the Scandinavians, who are specially adapted for settlement in that country. No direct canvassing for immigrants is allowed by the laws of this country, but by means of literature and through the agency of friends and otherwise everything is being done to encourage

settlement of these people so particularly adapted to pioneer bush life. If my honorable friend had but inquired he would have found that millions of descriptive pamphlets and maps dealing with Northern Ontario are printed and distributed throughout the different countries of the world. At the present time we have an agent, German by birth, who has lived among the Germans of the United States for years, doing good work in that country. Pamphlets have been printed in German for distribution, in an attempt to induce these people to move to Northern Ontario, and anyone who has any acquaintance with the German people and knows their splendid character and capabilities knows that we could not get any better class of settlers. Then the exhibits from this country at the Canadian National Exhibition have been seen by hundreds of thousands, and have done much to advertise the wealth and resources of that north country not only to the people of Ontario and other parts of Canada, but to the people to the south of us who come to visit this Exhibition each year. But perhaps the best means of all that we have taken to give information to the people of Ontario is the Demonstration Car. This car has travelled throughout the Province for the last three years, displaying the actual products of that country, and giving information that could not be denied of its great resources and wealth. In 1911 we distributed from this car 7,000 descriptive books and pamphlets; in 1912, 9,000; in 1913, 10,000, including the following: Opportunities in New Ontario; Ontario, Canada; New Ontario, Canada; Northern Ontario, Canada; Progressive Ontario, and a German pamphlet on Ontario. In the year 1911, 55,000 persons visited the car; in 1912, 60,000; in 1913, 65,000. Next year I think we will carry this work further and send this car beyond the confines of the Province, to carry the knowledge of this great northland to the republic to the south of us. But this is not all. The T. & N. O. Commission has been most active in publicity work. We have had our legislative excursions, special excursions of the Associated Boards of Trade, press excursions, all of which have done much to advertise the wealth and resources of that country. Settlers' excursions have been run, and everything in reason has been done to attract the attention of the people to that country. The chairman of that Commission is one of the greatest enthusiasts on that country, and no living man has more at heart

its progress and development than Mr. Englehart. He talks of it by day and dreams of it by night, and anyone who has heard Mr. Englehart telling the story of the land of the Timiskaming could not help but be charmed and attracted by the picture he paints, and with disinterested and unselfish devotion he goes from place to place in Older Ontario telling the story of the wonderful Northland, the progress and prosperity of which is so near to his heart.

He tells me that in his Department they have correspondence from as far west as Vancouver and as far south as Texas. Nearly 500 communications have been received from farmers who have visited the Exhibition Car, making enquiries and signifying their intention of coming to New Ontario instead of going West. He informs me that within the last few months about 100 letters have been received from intending settlers, and that they have the names and addresses of 572 people who visited the car during the past year and who say they are going to visit Northern Ontario this season.

Right kind of Settlers.

Our aim is to secure the right kind of settlers for this country, settlers who will succeed, and I want to express my concurrence in what my honorable friend has so well said, that it is the quality, not the number, of settlers that tells in the development of that north country. My good friend from Glengarry spoke the other day of the great numbers of people going into the prairies from Southern Europe, and asked why we could not secure these people for Northern Ontario. I have only this to say, that many of the people who have gone into the Western Provinces are not adapted for a country like Northern Ontario, and the only result of placing them in that country would be to entail hardship, suffering and untold woe on such settlers who are not qualified for the particular kind of work they would have to face. Now, take even our English, our Irish and our Scotch settlers, and experience tells us that they are much better fitted for settlement in Northern Ontario by spending two or three years in Older Ontario and adapting themselves to the methods and work prevailing in this country.

The settlers undoubtedly best adapted for that country are men from Old Ontario, men from the Province of Quebec and

from the Eastern Provinces, and men from the United States to the south of us, who have grown up under conditions somewhat similar to what we have in Northern Ontario. These are the men who to some extent will have to do and bear the burden of the early pioneer work.

My honorable friend said, and he could not have said truer words, that one hundred good settlers were better than five hundred poor ones.

Immigration to Ontario.

Let us look for a moment at what Ontario is doing in the matter of immigration. We find that in 1901 we were only getting some 6,208 immigrants a year, while during the last fiscal year (1912-13) 122,798 immigrants came to our Province. Last year Ontario received double that of Quebec with her immigration of 64,835; British Columbia coming third with less than 58,000; Alberta next with less than 49,000; Saskatchewan next with less than 46,000, and Manitoba next with less than 44,000; or, in other words, to-day Ontario is receiving one-third of the whole immigration of the Dominion. These men are given an opportunity of learning conditions in Old Ontario and, having done this, they are fitted to go up and possess the promised land of Northern Ontario, and we will give them every assistance and help in our power.

Co-operation of Railways.

In addition to the publicity being given to the north by the Government and the T. & N. O. Railway Commission, we are beginning to receive now what has done so much for the West, publicity by the railway companies and the co-operation of these companies in the question of colonization and immigration. The Algoma Central Railway has now received a portion of its land grant. The southern part of that land grant is not good agricultural land, but the northern part, between the Transcontinental and the Canadian Northern Railway is splendid agricultural land. This company has taken hold energetically of the settlement of this land, and a considerable number of settlers have already gone in there. The company purchases the pulpwood and timber of these settlers, and otherwise helps them in

getting a start. This company is advertising that section of the country extensively, and next year they inform me that, recognizing that a demonstration car on the lines conducted by the Government is the very best kind of advertising, they are fitting out an exhibition car of their own and will send it throughout the Province to advertise their section of the country. I am credibly informed that the Grand Trunk Pacific also intends at an early date to fit out a car along similar lines to advertise the character and advantages of the land tributary to their line of railway.

The honorable member from Glengarry spoke the other day of Colonel Davidson and what he had done to attract settlers to the North-West. Colonel Davidson, as you know, is now associated with the Canadian Northern Railway, and I understand has plans under way for the settlement of the lands of that company when they earn them, so that we will soon have not only our agencies at work, but the agencies of the Canadian Northern Railway, the Algoma Central Railway and the Grand Trunk Pacific Railway working hand in hand for the development of that great land.

Liberals invest money in West.

Now, my honorable friend stated that the Western Provinces had great advantages, but that there were advantages in Northern Ontario that would offset to some extent, if not altogether, the advantages of the West. I entirely agree with the statement of my honorable friend, and I will have perhaps a word to say on that subject later; but, in view of my honorable friend's statement, I want to ask him this question, why does he not invest his money in Northern Ontario instead of in the West to build up another province? Why do the member for Glengarry, the member for Centre Huron and the member from West Middlesex invest their money in the West instead of in Northern Ontario? And why, I ask, does the Leader of the Opposition himself invest his money in British Columbia instead of in his own Province? When honorable gentlemen opposite have money to expend and investigations to make, they go west to other provinces, and all they have left for poor Northern Ontario is hot air. If honorable gentlemen are as sincere as they pretend, and

have the faith in Northern Ontario they profess, why do they not invest their money there and thus give a great impetus to the development of that country?

Advantages of North Ontario compared with West.

Now, just a word with reference to the advantages of the North compared with the West. Bush land cannot be settled as quickly as the prairie can; it takes more time and patience to prepare it for cultivation, and returns are not quite as quick, but in my belief the returns are surer and will give greater satisfaction and comfort. There are difficulties in the West that we never have here. They have transportation difficulties, while the settler in the North has a market at his door. We have a wealth of scenery, magnificent forests, mountains, lakes and rivers, and advantages and pleasures untold that the West does not possess. My honorable friend asks then, why do we not settle that country as quickly as in the West? My answer is, all classes of settlers that have been settling in the West are not adapted to the timbered country in the North, and, as I have already stated, it would be a mistake to place them there. Then, up to the present time the forces working for the settlement of the West have been very great and strong. We have had the land companies that my honorable friend from Glengarry referred to in the West, using every effort to settle that country. We have had the great railway companies, whose every interest impelled them to direct settlement past Ontario and to the West, and up to the present time at all events the Government of Canada has been exerting all its influence to turn the flow of settlement to Western Canada instead of Ontario. I do not intend to criticise the action of the Dominion Government in this regard. The present Government is doing a little better than the former Government did, but in my opinion it ought to do much more even than it is yet doing for the settlement and development of the unoccupied lands of Ontario.

Now I want to point out, however, to my honorable friend, what I am sure will be a matter of comfort to him, that settlers are not only going more into the North than formerly instead of to the West, but that we have a number and no small number who have become dissatisfied with the West, returning and tak-

ing up land in Northern Ontario, who are much better satisfied with their land here than they were in the West.

Then they have had a great boom in the West, and the reports of fortunes made in lands there have been a great source of attraction to that country. I do not want any such boom in Northern Ontario. I want a good, steady, healthy growth that will bring no corresponding depressions or no difficulties as the years go past.

Timber for Settlers.

A very amusing remark of my honorable friend was his statement that we should not be mean with the settler about the timber on his land. There was a time when the Government was mean, and very mean, with the settler about the timber, but that was when his friends were in power, and I am sure my honorable friend will be glad to learn that this Government gives the settler who goes up to Northern Ontario not only all the timber on his land but the mineral as well. In other words, the settler gets everything that is on the land or underneath the land at the nominal sum of 50 cents an acre and the payment divided over a number of years.

Improved Farms—Loans to Settlers.

There are two other subjects referred to by my honorable friend that require consideration and thought, and they have been and are receiving consideration and thought by myself and this Government, that is the question of improved farms and loans to settlers. My honorable friend stated quite truly that the C.P.R. and some of the land companies in the West had inaugurated a system of improved farms and that this has helped to settle that country. A railway company can do that with less difficulty and less obstacles than a government. We have had some experience in connection with loans to settlers. The former Government made some loans to settlers in the Muskoka district, but a hard election fight came on, and these loans were all forgiven. That is one of the difficulties of carrying on work of that kind by any Government. The honorable gentleman himself quite properly emphasized other difficulties. I do not say these difficulties cannot be overcome, if such a course is found

to be necessary. But, in view of the great difficulties and dangers in such a policy, we should be sure that such a course is necessary before we embark on it. I want to point out that the same needs for either loans or improved farms do not exist in Northern Ontario as exist in the Western Provinces. First, the settler can find an abundance of work. He can work on the colonization roads; he can find work in the lumber camps and the mining camps; but, best of all, he has the great asset of timber upon his land, not only to build his house and fence his farm, but he has in his timber an asset that he can turn into cash, and while he is clearing up his farm, he is getting money for himself to carry on his development work. This is a great benefit and asset to men going into that north country. Let us see just for a moment how far that is correct. Let me show how much of an asset in dollars and cents the timber is to the settler in that north country. In the last three years the settlers in that country have sold timber valued on the stump at figures less than what we are selling Crown timber for, amounting to \$949,343.50; in other words, \$1,000,000 in round figures have gone into the pockets of the settlers of Northern Ontario for their timber alone. But, more than that, remember the figures that I am giving you are only figures of settlers on lands that have not been patented; we get no returns from those who have received their patents. The season before last the settlers in the Rainy River valley got in that one section of Northern Ontario alone over \$260,000 in cash for the timber sold which they got free of dues. Now let us look at the settlers along the line of the T. & N. O. Railway in reference to the pulpwood. During the year 1913 there was sold and shipped over the T. & N. O. 42,454 cords, easily worth \$160,000. We are doing very much better this year, and we find that during the months of January, February and March the settlers along that line shipped over 29,000 cords. If you value that at \$4.00 a cord, they received \$116,000. If you make it only \$3.75, that would make it approximately \$109,000. My honorable friend from Manitoulin calls my attention to the fact that settlers get \$100,000 every year from timber on that island. I had a report from one of my timber agents, Mr. McDonald, of Timiskaming, who tried to get for me a report of the timber sold by the settlers there, and this is what he tells me,—that the settlers last year in his

agency alone sold saw-logs, poles, ties and bolts amounting to 28,174,787 feet b.m., worth probably \$380,000.

Then I ask you, with this splendid asset of the timber to the settler that he can turn into cash, is there any need for improved farms?

Then I want to point this out to the House,—if the settler wants an easily cleared farm, he can in different places near Matheson and along the line of the T. & N. O. where fire has run over it years ago and cleared it almost entirely, take up a farm that can be made ready for the plow to-day at \$5 an acre. If he wants something more, he can buy it from the settlers in that country who have done the work for him. Now, why does the settler want to sell? There are many reasons for that: sometimes ill-health, sometimes changed conditions, but what more often happens is that a settler anxious and willing to do pioneer work goes in and clears up a few acres, turns his timber into cash and sells his improvements at a fair profit, and moves on to a new place where with his increased capital he is better equipped for his work. But it may be that he wants even better improvements than that. Then he can go to the Northern Ontario Colonization Company, who are colonizing the Townships of Kendrey and Haggart, and he can buy an improved farm with a good house at a price which the Government finds fair and right. Or, if not satisfied with this, under our arrangement with the Abitibi Pulp and Paper Company they must expend at least \$50,000 in improved farms in their concession, and for that they do not get one cent of profit. They must sell the farms at exactly what it cost to do the work plus 6 per cent. on the money expended.

There is no great demand coming to us at the present time for improved farms, but if the day ever comes that there is a demand and a necessity in order to develop that country, for improved farms, these improved farms will be provided for, as every other need as demanded from time to time will be supplied.

Then, as to the question of loans. That, too, is a question that is receiving the consideration of the Government and on which there are different views. Mr. Englehart, of whom I spoke and who has given very great thought and consideration to that question, thinks it would not be an advantage to the settlers to

embark upon this policy, and I will trouble the House while I read some reports from Mr. Englehart on that matter:

“Surely above asset, that every settler in the land may possess, is consistent—much more so—than loans by a Government, or by an individual, particularly when asset is such that the worker with hands and shoulders—the settler that should be—will neither have to ask, much less require any assistance but what he could supply, and be independent, as a man should be if he is class and kind of man that is called for and required in lands of the North.

“The settlers will come into that land—you cannot keep them out—class and kind of settlers that are called for—and we can afford to wait until they do come to us without being dragged in.

“Our people will meet with sorry disappointment (which we neither look for, much less anticipate) if the number of settlers that will come into lands, during present and future, does not prove an agreeable surprise even to yourself, who have had such broad and large experience in connection with this important subject matter.”

Now I do not want to trouble the House further than perhaps read this one additional extract from Mr. Englehart's report:

“Settlers are coming to us. We have not made appeal on ordinary lines, but have made appeal for settlers who have hands and shoulders. These are class of settlers that are to-day in the land, and are making good. They are not paternal—have had no assistance except encouragement held out to them, and the going in and out amongst them by our people.

“As facts go abroad, settlers cannot be kept out, for one reason, if none other, that without a dollar, the man coming into lands, who will bring his hands and shoulders with him, can and will make good. Result, surely, a homestead, as well as a heritage—a home market—labor for the twelve months—cutting of wood or logs for others—working on roads, in mines and mills.

“This calls for a class as well as kind of settler with hands and shoulders. And I am prepared to make the statement that it does not require ready money for more than sufficient to provide for a month—possibly only a week—

and in the month labor would be obtained and a clearing started. Others have done this, and the right class and kind of settler can continue on similar lines.

"But the Lands of the North will come to their own. Correspondence on file with our General Agent Lee at North Bay and his aids, and the Demonstration Car, which has but just returned, all warrant and emphasize these absolute conditions—fact. Personally, I have no fear. It may be a year—one or five—and notwithstanding Fernow, and every other drawback, the Lands of the North—Timiskaming lands—are in a class by themselves, and any man or woman, who is ready to go into the forests—into the lands—will be enabled, without aught but strength of purpose to do pioneer work, and very few dollars, to rear a home that for all time will serve—a homestead that must increase largely in value, and added prosperity to those that come within our zone."

But there is another gentleman in this connection that I desire to refer to. That is Mr. Shields, a correspondent of the *Toronto Telegram*, who has made a good deal of study of that country, and upon this subject prepared an article a year or so ago, which has been brought to my attention:

"The settlers of Timiskaming are far from being united on the question of how far the Government of the Province should go in the matter of direct aid to the settler. While there are a large number who favor some such policy—some to the extent of demanding it—the more self-reliant ones resent the suggestion that they should be regarded as subjects for special aid.

"Give us roads to our farms, and a handy market for our pulpwood, and we'll look after ourselves all right," declares one.

"You can easily help a man into debt, but how are you going to help him out of it?" was the way another expressed himself.

"I came here to get rid of mortgages," said another, "and if I can't make good without a loan, why I'll quit the country."

"The man who expects to be spoonfed has no right in the bush. This ain't no place to establish a nursery," was another's way of putting it."

This gentleman, summing up the situation himself, says this:—

“However, to the man who visited these settlers and listened to their suggestions it would appear that the chief needs in this new country are good roads and a handy market for pulpwood, with ready money for the same.”

Now I want to point out that that was the summing up of Mr. Shields from an investigation on the ground. We have given them these good roads, and, as I will point out later, a good market has been established for their pulpwood. There is another matter in connection with the development of Northern Ontario that to my mind is of more importance than the question of loans or improved farms, that is the securing of industries that will utilize and provide a market for the timber from the settlers' land and also form the nucleus of towns and villages that will furnish a market for the settlers' products and provide public centres for education, and all that sort of thing. Now we have made a fair start in connection with that work. I do not mean that this Government is entitled to all the credit for it. I am simply giving you the facts as we have them now. We hope to do more in the future. The establishment of pulp and paper industries will do more than anything else in the development and settlement of that north country. One of the greatest things that we have been able to accomplish in that connection is the agreement with the Abitibi Pulp & Paper Company for the establishment of their plant. Speaking to Commissioner Whitson, he said that the greatest possible benefit had been received by the settlers of the Cochrane district by reason of the market they had found in the Abitibi mill; he said that large sums of money had found their way to the pockets of the settlers from that source. At the present time this company has 914 men in their employment. The first unit, now almost completed—capacity:—

Pulp mill	220 tons
Sulphite mill	60 “
Paper mill	240 “
Pulp board mill	40 “
	<hr/>
Total daily output	560 “

This unit will employ from 2,800 to 3,000 men. A second unit of the mill to be constructed in the near future, and for which preparations are now being made, will consist of:—

Pulp mill	220 tons
Sulphite mill	60 "
Paper mill	240 "

The first unit is now almost completed, and the company expect to have their plant in operation at an early date. The company now have under construction seventy-five houses to accommodate their employees, and, estimating the population at two and a half to each employee, would give from 7,000 to 7,500. The approximate investment of the company by 1915 will have reached \$4,000,000.

But we are not satisfied with that one industry. We expect soon to have a plant, not so large as this establishment, at Metagami, west of Cochrane. We hope to have a paper industry and a wooden industry in the near future at Cochrane. We have large pulp mills at Sault Ste. Marie; we have a large kraft paper mill at Dryden, recently established, which we hope to soon see on a strong financial basis again. We have a very large paper mill completed at Fort Frances, and large plants at Sturgeon Falls and Espanola. Large plants are projected elsewhere. We have saw mills and rossing plants at Jacksonboro and elsewhere, and so we hope to go on in this work, establishing these industries and helping the settler in every possible way. The settler must be helped to take care of his timber, and unless we get these plants to furnish a market for this timber it will be lost to the settler and to the industries of the country as well.

Settlement under Whitney Government.

In the development that has taken place during recent years, we feel that we have nothing to apologize for, and feel that we should receive congratulations indeed instead of criticism. Last year the Honorable Leader of the Opposition, speaking on this subject himself in the well-termed sentences he can so well employ, said that in 1901 his Liberal friends ran excursions into the Timiskaming country and that 153,120 acres had been located or purchased by settlers. But when I looked into the

facts, what were they? Several excursions were taken up into that country, and the Honorable Mr. Hardy said any excursionists who desired a farm and paid down \$5 could secure 160 acres of land, but he could not get any title until he paid up the purchase price, and so the number of acres that the honorable gentleman spoke of was taken up in that particular way, but only 18,000 acres of these sales were ever carried out, and out of that number 3,000 acres have been cancelled, leaving less than 15,000 acres in respect of which sales actually took place, or only ten per cent. of what the honorable gentleman mentioned.

Now just compare the honorable gentleman's boasted record and our record for 1912. Fifteen hundred and twenty-eight persons actually paid the first instalment, and sales to the extent of 228,360 acres were carried out, or fifteen times as much as in the banner year of the Liberal Government.

Why just in two days after the opening of the Crown Land Agency at Hearst last year 44 sales, equal to 5,577 acres, were carried out, being one-half of the total sale of the last year of the Liberal Government. In the last two years alone he will find we had go into Northern Ontario 6,820 settlers, taking up 899,166 acres, or nearly 7,000 settlers taking up practically 1,000,000 acres of land. Remember this does not include the men who go in there and squat, but only actual sales where first payment has been made and all conditions complied with. Let us look at what took place in the Timiskaming country. During the last two fiscal years, 1911-12, and 1912-13, we find that in the Timiskaming country 2,456 settlers took up 369,944 acres. That in the Port Arthur District 1,148 settlers took up 153,301 acres. In the Rainy River 1,252 settlers took up 155,566 acres. In the Timiskaming country, to which my honorable friend alluded, 50,000 more acres were taken up and over 350 more settlers went into that country in the last two years than in all the years prior to that date. In the last seven years 21,612 settlers went into that north country. These do not include in the figures I have given you any settlers brought in by the Algoma Central Railway or by the Northern Ontario Colonization Company, or by the Abitibi Pulp & Paper Company, but only the settlers located directly by my Department.

Now let me turn for a moment to the last report of Mr. Whitson, and I would ask the honorable members of this House

to read this report carefully, and you will see the work that he is doing there and his view as to the settlement of that country. My honorable friend says get settlers on the best class of land. This is just what we are doing, and what was not done in former years when his friends were in power. The member for Manitoulin and I preached that gospel for years before this Government came into power. Now, before we open townships for settlement we make the most careful inquiry not only to make sure that the lands are good agricultural lands, but that they are the best available, and I am heartily in accord with my honorable friend's view in that matter. Now bear with me while I read Mr. Whitson's report on this point: —

“I am glad to be able to report that the work of the season of 1912 appears to have given very much encouragement to the incoming settlers, and this last year has witnessed more bona fide work on the land by the settlers than I have previously observed for many years. I refer more particularly to the country in the vicinity of the town of Cochrane and along the line of the Timiskaming & Northern Ontario Railway from Cochrane south to Englehart and Earlton, and along the Charlton Branch to Charlton. Large clearings, with good substantial farm buildings, are to be met with almost everywhere.

“Along the roads constructed in 1912 most of the lots have been settled upon and small clearings made, and I have every reason to believe that if the work, as it is now being carried on, is continued for a few years there will be found in the Clay Belt along the Timiskaming & Northern Ontario Railway and Grand Trunk Pacific Railway settlements as prosperous as are to be found in the district of Rainy River, or in the country in the vicinity of Haileybury and New Liskeard.

“From my experience during the last two seasons in the construction of roads north of Englehart and over the height of land, I am the more fully confirmed in my opinion, and have not the smallest doubt of a successful future from an agricultural standpoint for that district, provided that, as at present, settlement for the next few years is confined as far as practicable to the most promising areas so as to ensure large clearings whereby the climatic conditions may be improved. Little or no diffi-

culty was met with in draining all the roads in the Clay Belt, which were graded and ditched last season. Much difficulty, however, is found in making permanent roads for want of gravel or stone, which is seldom met with in that district.

"In the Valley of the Rainy River, which comprises an area of about three-quarters of a million acres of good agricultural land, I have found that sections are still unoccupied; and in other sections during the last fifteen years the development which might have been expected has not taken place, owing in some measure to the want of roads. The continuation, however, for a year or two of the work commenced in 1913 will remove this difficulty, and I am confident that settlers will go into this district in the future in greatly increased numbers, as the land is nearly all of good quality.

"On my first visit to the Rainy River Valley, over twenty years ago, I found the conditions there almost similar to those in the Clay Belt to-day. The character of the country, its soil, and its climatic conditions are almost identical. It is in the same latitude, and to-day in the Rainy River Valley, where settlement has taken place and large clearings made, all kinds of grains and vegetables are produced in abundance. Summer frosts are almost of the past.

"In the Districts of Nipissing, Sudbury, Algoma, Thunder Bay and Kenora, the trunk roads as constructed or improved will make it possible for the settlers to reach markets for their produce at all seasons of the year. Other roads are required in these districts to make it possible for the settlers in the outlying sections to reach the main trunk roads. Several of the trunk roads as graded last season still require to be surfaced in places with gravel or stone. It was found impossible in one season to complete many of the roads.

"The mining roads constructed in the Kirkland Lake gold fields and the West Shining Tree gold fields will give to the miners in those sections an opportunity of developing the several mining prospects opened up; the road from Iroquois Falls Junction on the Timiskaming & Northern Ontario Railway to the pulp mill at Abitibi River will give

to the settlers in that vicinity an opportunity of hauling their pulp timber and other produce to the mills.

"Fair progress has been made by the settlers in the vicinity of Cochrane both east and west therefrom. Already settlement has reached a point about nine miles north of the Grand Trunk Pacific Railway in the valleys of the Abitibi and Frederickhouse Rivers. Quite a settlement has taken place in the vicinity of Hearst, at the junction of the Algoma Central and the Grand Trunk Pacific Railways not only on the lands of the Crown, but on the railway lands of the Algoma Central Company. Twenty-nine miles of road were cut out and part graded in this section.

"Work was commenced at Ground Hog River on the Grand Trunk Pacific Railway 50 miles west of Cochrane. A few miles of trunk road were cut out along the railway, where a considerable settlement has already been made. This is one of the most promising areas in the Clay Belt. At this point there is a large section of country which was burnt years ago and is now easily cleared. Vegetables of all kinds have matured here at the headquarters of the railway contractors.

"Trunk roads have been constructed west of Cochrane as far as the township of Kendrey, the lands of the New Ontario Development Company on the Metagami River. This company is making good progress. Approximately 400 acres have been chopped and burnt over, of which 300 acres have been logged and fairly well drained. The following plant and machinery has been installed:—A large saw mill with a capacity of 600,000 ft. b.m. per day, six rossing machines with a capacity of 50 cords of pulpwood per day, and a first-class planing mill.

"Sixteen private dwelling houses have been erected for employees and settlers, and two large boarding-houses with accommodation for 100 men. A general store has also been built, together with a post office and a school house, this being used also as a church. Upwards of ten miles of a fairly good type of colonization road have been constructed by the company.

"In the description of the several roads hereinafter given, information will be found respecting the operation in the various districts.

“Accompanying the report is a statement of expenditure in the different districts and of the number of miles of road constructed or under construction.”

Northern Prosperity and Development.

Let us look just a little further from another standpoint to see the prosperity of the north. The Town of North Bay is the port of entry for the Timiskaming country, and we find the Customs revenue for 1913 was \$495,699.79.

But the evidence that you find in the Timiskaming you find in every section of Northern Ontario, and no place can you find more contented settlers or more progressive and prosperous cities, towns and villages than in that country.

I had intended to speak with reference to the mineral industry, but I must not detain the House longer.

I do not want the honorable gentlemen opposite to rely on my word alone, but I ask them to read the statements and reports of their own friends with reference to Northern Ontario and what has been and is being done in that country.

I want to quote from a speech of Mr. Taylor Pipe, President of the Liberal Association at Cobalt, and a possible candidate for Parliamentary honors at the next election, either Federal or Provincial, on the Liberal side. He said: “There never was a district in the world that can show the progress that has been made in Timiskaming this last nine or ten years. If the same intelligence is used in the future that has been used in the past, this district has a glorious future, such as has not been enjoyed by any other part of Ontario or Canada.”

Why, the honorable gentlemen have only to turn to the *Star* of April 6th to find something of what has been done there. The *Star* of this date says:—

“Some idea of the growth of Haileybury is given in the fact that the public school there now employs eleven teachers. And to show the agricultural activity in Young Ontario we may quote the *New Liskeard Speaker*, which reports that one firm in that town sold this year 39 binders, 32 mowers, 26 hay rakes, 54 drills (seed), 45 narrows, 11 rollers, 12 scufflers, 5 hay tedders, 46 walking plows, 10 cultivators, 24 cream separators, 5 manure spreaders, 6 gasoline engines, and two engines and saw mills.”

A very good test of the agricultural progress of any section or of any country. But let me give you just a few more figures with reference to that. From 1909 to the end of last year 6,596 implements were delivered by the Timiskaming & Northern Ontario Railway in that country. Among them you will find: 305 binders, 309 cream separators, 269 farm sleighs, 697 farm wagons, 464 hay rakes, 1,497 harrows, 224 land rollers, 504 mowers, 800 hand plows, 304 scufflers, 411 seed drills, and 20 threshing machines. Let me tell you what has been done in that connection this year. Fifteen cars of machinery have already been delivered along the line of the T. & N. O., including 39 binders, 32 mowers, 26 hay rakes, 54 seed drills, 46 walking plows, 16 riding plows, 34 wagons, and 10 cultivators, showing the class of implements that are going into that country.

Agricultural Progress.

Now my honorable friend did not seem to understand that much had been done in the way of agricultural development in Northern Ontario. Let me tell him that the products of Northern Ontario not only hold their own, but excel in many respects anything produced elsewhere in the Province. I can take him to a dozen fairs in Northern Ontario in the different sections and I can show him better exhibits of grain, of vegetables, of fruits of the hardier kind, of clover, and timothy, than he could see at the Canadian National Exhibition. I attended an Exhibition at Emo, in the Valley of the Rainy River, with some of the other members of the Government last year, and I think my colleagues will agree with me that in many different departments the exhibits exceeded anything displayed in Toronto.

Now the resolution speaks of transportation and drainage facilities. But my honorable friend was fair enough to say that we were quite abreast in the matter of transportation facilities. And so we are. We have the T. & N. O. Railway, with a mileage of 432.77; the Grand Trunk Railway, ready for operation; the Canadian Northern Ontario Railway, and the Algoma Central almost completed, and the Lake Huron & Northern Ontario Railway projected. But we are not satisfied with that. We are furnishing roads for transportation by wagons and water transportation. Water transportation means a great deal for the settlers, and we are spending a considerable sum of

money in clearing out the streams there and making them floatable for timber and small craft.

Although, as I have said, something is said about drainage in the resolution, nothing was said on this subject by the honorable gentleman in moving the resolution. That country has the greatest natural drainage of any country in the world. Then we are doing what I pointed out through the Public Works Department and otherwise to furnish drainage facilities in the older sections. Wherever we construct roads in Northern Ontario, sufficient drains are constructed not only to drain the roads, but to drain the farms tributary to these roads.

We have constructed some hundreds of miles of drains during the last two years in that country, and we will continue to do like work in the future.

Increased Population.

Now just a few figures for our friends with their money and interests centred in the Western Provinces and British Columbia. Look at the great expanse of territory we have in the north, some 330,000 square miles. It is almost as large as the whole of British Columbia, larger than either Manitoba, Alberta or Saskatchewan. You could lose New Brunswick or Nova Scotia in almost one constituency and not be able to find it. Now what have we done during the last decade, 1901-1911, and the figures I give are taken from the census returns? I would make a much better showing if I could give you the figures up to the year 1914. I am speaking now of what may strictly be termed Northern Ontario, not including Parry Sound or Muskoka. We find the population in 1901 was 100,401, and in 1911 it had risen to the splendid number of 214,759, or an increase in that decade of 114,358 people, in other words 114 per cent. of an increase during that ten-year period. How does that compare with the Western Provinces? How does it compare with Manitoba, including the great city of Winnipeg, that great distributing centre for Manitoba and the Prairie Provinces? We find in the same time Manitoba's increase was 200,403, or 78 per cent. In other words Northern Ontario increased by 36 per cent. more than what the Province of Manitoba did. Take the Province of British Columbia, boomed so much by the railway companies and the Government, a country

that has been helped by some of our friends with their investments, and we find that the British Columbia increase is about 118 per cent., as against ours of 114 per cent. In 1911 we had almost the same population Manitoba had ten years before. We have to-day more than one-half the total population of either British Columbia or New Brunswick.

I have taken the trouble to look up the report of the Bureau of Industries to compare the figures, and I find that the increase in population according to municipal statistics in the last eight years was 81,978, or an increase of 105 per cent. The assessment in the last eight years has increased by \$73,655,853, or 322 per cent. These figures are of course for organized territory, and do not include unorganized districts, into which settlement has largely gone in the last few years.

I have only this to say in conclusion, that in the tour of the north to which I have referred, extending over nearly three weeks, I heard not a single complaint; a few, and only a few, suggestions were made, and many if not of all of these have since been carried out. Liberal and Tory alike rejoiced in the progress the country was making, and were fair enough to give this Government credit for the attention it was bestowing on that country.

Vastly different to conditions when a Liberal Government was in power. The name "New Ontario" was born in a movement by Liberals in the north to create a new Province so they could receive the justice they despaired of receiving from the Liberal Government.

Different even to the feeling in the early days of the present Government, when we heard rumblings of dissatisfaction and discontent, particularly in the Rainy River section. That discontent has disappeared, and instead confidence and hope hold sway, and the people of the north, from Lake Abitibi to the Lake of the Woods, are united in a determination to build up the great Empire of the north and do their part in the development of the greatest Province in the greatest Dominion in the greatest Empire the world has ever seen.

The secret of the success of the British Empire lies in the fact that her sons and daughters have not been afraid to go forth from the motherland and seek new homes across the seas. And so it will be with New Ontario, if we are careful of the class

of immigrants we place there; it will provide a strong, vigorous and manly race to carry on the glorious work and traditions of the great nation to which we belong. New Ontario offers splendid inducements for the building up of young Canada.

The hardships inseparable from pioneer life may well appear hard and harsh to some, yet to the youth of the nation this New, this Greater, Ontario offers them inducements and opportunities denied them elsewhere, and Ontario's, yes Canada's, greatness in the future will depend in no small degree on the type of citizenship we develop in this great Empire of the North.

