

those routes. The Ashcroft route is also all-rail 1,540 miles. The Prince Albert route by water is 2,889 miles, and the Prince Albert route by Edmonton is 1,550 miles. There are the various routes any one of which is open to Canadian miners. I would like to show hon. gentlemen the advantages the Edmonton route possesses. All the other routes are 1,550 to 1,581 miles, and the Edmonton route is 1,342.

Hon. Mr. MACDONALD (B.C.)—From where?

Hon. Mr. BOULTON—From Vancouver to Dawson.

Hon. Mr. MACDONALD (B.C.)—But by the Edmonton route.

Hon. Mr. SCOTT—He is calculating from Edmonton—not from Vancouver.

Hon. Mr. BOULTON—I am merely calculating from Edmonton as the objective point. Of course when you come to discuss the question, you must recollect that there are five million people east of the Edmonton route who desire to obtain the most favourable route that they can in that district.

Hon. Mr. MACDONALD (B.C.)—There is no objection to that certainly.

Hon. Mr. BOULTON—And I suppose three fourths of the trade on the Pacific coast will always be done by our United States neighbours and therefore we are practically subsidizing a route for the benefit of a trade which is one-fourth Canadian. The Edmonton route is 1,342 miles, but of course there is this feature about that route, that from Calgary to Edmonton is 200 miles and Calgary to Vancouver is 650 miles and therefore you have to take off 450 miles from the 1,342 miles by Edmonton which you save between Calgary and the coast. You understand that if you take any one of the coast routes you have to travel 450 miles on the Canadian Pacific Railway that you would not have to travel if you took the Edmonton route. There is a saving of 450 miles of railway in reaching the interior of that mining country. Therefore that reduces the Edmonton route in comparison with the other routes to about 900 miles.

Hon. Mr. CLEMOW—From where?

Hon. Mr. BOULTON—From the North-west Territories, travellers on any train from Ontario or Quebec or the Eastern States save the distance from Calgary to the coast, and you take a northerly route. The distance from Calgary to the ocean is 650 miles. Allow the 200 miles to go north, to Edmonton and there is a saving of 450 miles. Then if you take 200 miles off between Fort Selkirk on the Yukon and Dawson City and you actually reduce the mileage necessary to travel to about 700 miles, as compared with the mileage by the coast route. I show the immense advantage of the interior route over any of the coast routes. I am not arguing in this way in order to detract from any of the coast routes, but to show the people of the United States that any effort that they make to exclude us by an inimical policy will operate against themselves very much indeed by excluding them from any advantage they might otherwise possess. I do not wish to enter into a discussion of this question upon its merits, because the Yukon Railway Bill, which is now before the House of Commons, will probably be before us soon, but I do not wish to let the opportunity pass to reply to the position that has been taken by the Senate of the United States in regard to the bill that they have seen fit to pass for the purpose of capturing, by their legislation, rights that we have been conceding to their miners and fishermen as a free gift. We have been allowing them to enter our country and take any claims they choose; we have put them on a par in every way with British subjects. We have made no distinction or difference. The only condition we imposed was that they should call at Vancouver to get their free miner's license, and because we did make that distinction the Senate of the United States saw fit to pass their bill to exclude us from the coast and hamper us on those water routes that are conferred to us by treaty rights. I immediately saw that it became necessary for us to let the United States know the concessions that we were giving to United States citizens, that we were allowing them equal rights and equal privileges with British subjects, and that they could not claim a continuance of them in the face of the hostile legislation that they saw fit to put on their statute book. Now, hon. gentlemen, I believe that it is the best interest of this country to grant a charter to a railway from