

Union Pacific was constructed originally, and you all know now, I think, something of what that means. It will pass through a difficult country, rendered more difficult by the climatic conditions, without local trade, it will be surrounded by great difficulty of construction and operation, and will not be successful. The Lake Superior water route which you acquire, as well as the all rail route by the Sault, is of the first class. It presents, excepting in one particular, the best prospect of any water route; you have a deep lake, no canalling and good harbors. The largest sized vessels, therefore, can be used, and we know what economy there is in enlarging the size of the ship. You have a longer season; Lake Superior, owing to its great depth, is open much longer than the other lakes, and, of course, we know the longer the season the more convenient to the public, and the longer the season the shorter the dead season for the ship, and the cheaper she can run. There is, of course, one disadvantage, and that is the shortening of the run. There is no doubt a difficulty with reference to the terminal charges and delays in port that might possibly make the freight somewhat cheaper under equal conditions if the run were longer. I believe these favorable conditions more than counter-balance any difficulty of that kind, and, at any rate, it has been demonstrated that with a large ship, you can carry grain very low upon the lakes. It gives you an admirable emigrant's road. You do not go on American territory, which you are so afraid if the immigrants once get on they will never quit; you can take them right along to Goulais Bay, and keep them in your own territory, if necessary having a regiment at the frontier to keep off American agents. You can put them aboard your own boat and take them off, and you have an admirable route during the whole season of emigration, for the emigrants. So, whether you look at the unequalled rail and water route owned by yourselves, or the all rail route, partly within your own territory, you find you have admirable routes, and seven years earlier, but with traffic infinitely superior, and at an expense wholly nominal compared with your own line, at an expense of one-eleventh of your own line. Because, if your own line is 663 miles long, I venture to say with the hon. Minister himself, that, to use as a basis of credit the funds necessary to construct 63 miles, would insure the construction of the whole 290 miles from S. E. Bay to the Sault. I do not say if you build 63 miles you will insure the construction of 290 miles, but I do say that if you use the cost of 63 miles as a basis of credit for the Company, you will sufficiently establish that Company to secure not merely 63 miles but also the remaining 227 miles, and to get the whole line. Now I have stated that this route is of vital consequence to Canada, irrespective of the North-West altogether. I say the prospects it opens to us are cheering in the extreme. I take as a point which is most reasonable, Glyndon, to which I have before referred, which is, if I remember aright, 132 miles to the south of the border and on the line of the Northern Pacific Railway. The distance from Glyndon to Montreal by the Sault would be 1,307 miles. A line by the Sault running down to South-East Bay, thence on to Brockville, and thence to New York, is the shortest line that can be obtained by any existing or even by any projected or reasonably devised means of communication. Therefore, if the traffic from that point to New York is going to take the shortest route it will come through our territory all the way from the Sault Ste Marie to Brockville, and it will be 1,556 miles from Glyndon to New York, a saving of 299 miles. But if you suppose, as not unnatural, that the great railway companies *via* Chicago, which at present engross that trade, compete for such of it as is going to New York, and if you compare

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the distance from Glyndon to Montreal by our line with that from Glyndon by Chicago to New York, you will find that the latter gives a saving to Montreal of 299 miles. If you take Boston, rising in importance as a port, the shortest line to Boston from Glyndon would be down to Brockville, and it would be 1,600 miles, or 293 miles longer than the distance to Montreal. If you take the travelled route, by which the trade would most likely go, by way of Chicago, it is 1,662 miles to Boston; that is a saving in favor of Montreal of 355 miles. Then you must add the 250 miles saving in the ocean passage between New York and Liverpool and Montreal and Liverpool, and you will get, on the whole, in land and water, some 500 or 600 miles shorter distance from Glyndon by the Port of Montreal than by way of the great Atlantic ports in the United States. I believe that is a controlling advantage. I do not assert that it would secure all the traffic against the gigantic competition, the determined competition, which would, no doubt, be exhibited in favor of the existing roads; but I have no doubt whatever that the Northern Pacific would desire, and it would be to their interests so to do, to take the traffic right along to the Sault Ste. Marie, which would give them 300 or 400 miles more of transportation over their own lines, and all the traffic that they could control would go there. It is also to the interests of St. Paul to send their stuff by the shortest route to market, and seeing we have the combined advantage of 300 miles of rail and 250 miles of water, we are bound, in my opinion, if only we act in time, and stretch forth our hands towards the future that is waiting us, to obtain it. This is the time; these roads are all more or less in process of construction; the Northern Pacific, as I have said, is determined to complete its line eastward from the junction near Duluth to Montreal River, about 100 miles; the line is surveyed, and is now being cut out; a company has been organized to build the next link of about 50 miles, this brings you to the terminus of the Marquette, Houghton & Outonagon R. W., which is to make connection there, and of which 63 miles between L'Anse and Marquette are already built; then you have the Marquette & Maikinaw Railway right down to the Straits, of which one-half is now built and the rest is to be finished by August of this year or next. Then there is also to be built the thirty or forty miles to the Sault Ste. Marie, and there is no doubt whatever that it would be immediately built the moment it was seen that the River St. Marie was to be crossed and the connection to be made with Montreal. Therefore everything is pointing to the completion of the connection on the American side within a very brief time, and we ought to bestir ourselves in order to meet them, and if we do bestir ourselves we shall have, at the earliest moment, the connection made. It is important that we should get it at the earliest moment, and that we should make this connection just as soon as these people are ready to make it, and, therefore, it is a question that is pressing for immediate consideration upon the House. The hon. gentleman opposite said last year in Montreal and Toronto, that he quite agreed that the construction of the Sault Ste. Marie line would be to the public interest, because it would give a short route to the North-West and could be presently used to get the American trade. I believe that if we can get the American trade we cannot but hold our own. Do you suppose that if you will go and take the trade for 300 or 400 miles south of the boundary, that the Canadian trade will go by other roads? Do you suppose they will not prefer to go that way when the Americans, from their business point of view, prefer to use it? Every man must believe, as the Minister does, that we will take the American trade by the Sault line, and we must believe that we will keep our own trade. My views upon this subject are maintained by the report of the engineer in