

to the Insurance Act which is coming before parliament for the fourth time.

There are other paragraphs of the address to which no doubt the seconder of the motion I have moved will refer, for instance paragraphs 5, 6, 7, and 8, which refer to our great systems of transportation. The fact that the system of transportation required four paragraphs in order to indicate its extent and importance shows what obligations they impose upon the people of Canada. The first reference is to the National Transcontinental railway. Already 861 miles of that road are completed west of Winnipeg. The division between Winnipeg and Lake Superior is now practically in running order, and grain has been carried over it to Port Arthur. The whole work between Winnipeg and Moncton is now under contract and the road will be completed, probably, in four years. With the growth of the west it will not be completed any too soon. It is one of those enterprises to which the people of Canada applied themselves with a courage worthy of any people, and certainly worthy of a population of seven millions. We look at the Panama canal as an enterprise of colossal proportions, a canal costing \$500,000,000, but what is that to the enterprise of the people of Canada in grappling with another transcontinental railway, which will cost, so far as we know now, an indefinite sum, but which in any case will be worth to Canada all that it may cost. The sooner it is completed the better. Then we have a paragraph referring to the Quebec bridge, an essential part of the Transcontinental railway system. Reference is made also to the exploration of the Hudson Bay railway route. This will probably be a government undertaking, but when undertaken, if the reports as to the navigability of Hudson bay are correct, it will furnish an outlet for four or five months of the year, to the produce of the west, and a much shorter route to Liverpool than any other route we have had. Then we have improvements suggested in the Intercolonial railway, and the probability that some branches that are said to be feeders to the Intercolonial railway may be adopted by the government. These matters will come before us

in a more formal way, and may be the subject of legislation and no doubt the subject of discussion. With the proposals of the government before us, we will be able to discuss them more intelligently than we can now. They are indications of natural growth. We should not fear to grapple with them, even if they are gigantic problems. We should cast away fear, and in all reasonable ways, economically to be sure, but without any failure of enterprise, strengthen the bonds which bind the east to the west, which give us easy access to the prairies and the people of the prairies easy transportation to the markets of the world. If during this session any additional measures are submitted for that purpose, I am confident they will receive the approval of this honourable body.

Another matter referred to in this address, one of great moment, which I shall discuss for a few minutes, is the policy of naval defence. This, to my mind, is one of the greatest questions submitted to us since confederation. To build the Canadian Pacific railway was a great undertaking, a great enterprise. No one regrets that it has been built. To build the National Transcontinental railway was looked upon as an enterprise involving great expense. We have accepted it. To begin to strike out in a new line and to adopt the policy of naval defence, which will, no matter how cautiously and prudently undertaken, involve us in a considerable expenditure, is one of the serious problems which this House will have to consider. I agree with the general theory that Canada has reached a stage in her national growth in which she is bound out of self-respect, if for no other reason, to adopt a policy of naval defence. We spend about five millions on our militia. I believe the Militia Department has been admirably administered for the last ten years or so. The militia service is better administered and more efficient than it has ever been. But no nation is content with a land force. We have a long coast line, longer perhaps than the coast line of the United States, if you regard the sinuosities of all our islands. We have a large commerce amounting now to nearly \$600,000,000. We have trade routes to the Indies, to France, Great Britain and