

If you choose to take the sum of money and the quantity of land which you are going to give for the construction of the sixty-three miles from South-East Bay to the Sturgeon River, and grant it as a subsidy to a Company, they will build the whole 290 miles, including the 63 miles; and I have no doubt that you can let the contract in thirty days from this date. I believe that the Canada Central Company would not suffer any other company to go in and take the road if these terms were offered; and I am quite certain that other companies would offer to build it on those terms. We know, indeed, that an offer has been made already—perhaps the price is too high; but I have no doubt whatever, but that compared with the North Shore plan, it would be infinitely more advantageous. I believe that that offer is some 4,000 acres of land and \$4,000 per mile for 290 miles, being a little more than you are going to pay for the sixty-three miles. But I believe that is too high an offer, and that a lower one could be obtained without difficulty. Now, Sir, why do I say that you could get the road so cheap? First, because this road, passing, as I have said, through a country almost entirely capable of settlement, therefore presents prospects in itself of a good remunerative local traffic. But that is not the only nor the chief reason. Anybody who looks at the map, or who knows what is doing on the other side, must know that that road is the key of the position; that the future of Canada, and particularly of Montreal, is bound up in our having the shortest line by way of Sault Ste. Marie by which the traffic of the American North-West, as well as of the Canadian North-West, shall go to the ocean steamships. And then you get a first-class line because the great traffic will maintain it, because the great traffic will demand it, and you get all the accommodations and advantages and cheapness which belong to a first-class line and a great traffic. Sir, that line will give us the trade of about 400 miles in depth, as I estimate, from our boundary all across the continent. It will give us, at present, the trade to a point 60 or 70 miles south of St. Paul, and when shorter connections are made between that region and the South, for a still further distance. But 300 or 400 miles in depth by a continent in width are assured to us by that road. It will give us a trade not in the future. We are told to rejoice, because in ten years we will get a road through to the North-West and be able to do a trade with the people who will then be settled there. I propose that you adopt a scheme which in three years would give you a short route to the North-West, and therefore give you for seven years before your own scheme will do it and for all time thereafter access by rail to the North-West, and within three years and for all time thereafter the traffic of over 1,200,000 Americans on the south of the boundary. It is estimated that the population of the United States which would be tributary to that route, and which would be constantly increasing, would be as follows:—Northern Michigan, 125,000; Northern Wisconsin, 225,000; part of Minnesota, 600,000; Dakota, 135,000; Montana, 39,000; Washington territory, 65,000; Idaho, 30,000; or a total of 1,200,000 at present in these territories who would be tributary to our line. You get the whole trade of the Northern Pacific Railway, that great corporation, which has just started on a new lease of life, which has financed its enterprise and which is diligently spreading its lines, not merely to the west, but to the east, to reach the Sault. It is at Duluth now, and it is being built for 114 miles towards the Sault, from the Northern Pacific Junction, near Duluth. But by this line you get more; you get the shortest line from San Francisco to Europe. If you want to speculate on the future of the North-West I offer you a connection that enables you to speculate on that and on the south-west as well, and which gives you to-day the great west as a present boon. It is doubtful if the best route has been chosen. It is not impossible, but that a better route may yet be chosen between South-East Bay and the

Sault, I go for the shortest route, whether to the north or the south of Nipissing. I proposed long ago that the road should go to the south of Nipissing; if it were proved that that were practicable in connection with the interests of the railway. I thought the interests of my own Province made that fair and just; but the road which was proposed at that time was one of a different character—one which was to go by the Mattawa, and it was isolated from the Province. I ask for the shortest line in the interest of all. But I take, for the purpose of comparing the lines of communication, the distances, not by projected air lines, but by ascertained lines, as far as possible. I differ a little from the figures of the hon. Minister, I believe he gave us 460 and odd miles from Winnipeg to Duluth. I suppose that figure is correct; but it is wrong to take the distance to Duluth for the purpose of the calculation. You go only to the Northern Pacific Junction, which is 22 miles from Duluth, and you get a distance from Winnipeg not by direct line from Winnipeg, but by two sides of a right angled triangle of 442 miles. At Emerson you strike the St. Paul, Minneapolis and Manitoba to Glyndon, thence by a round about way which could be shortened by 100 miles without difficulty. In fact a line has been surveyed which shows this. The hon. gentleman gave the figure of 410 miles from that point to the Sault. I have found some difficulty in ascertaining those figures on account of conflicting statements, but I accept the hon. gentleman's statement of figures. From the Sault to the South-East Bay I take 290 miles, which is more than has ever been taken before, and I believe more than it will be found to be when it is ultimately ascertained. I am told the sum of the chaining on the circuitous route is 294 miles, and I think 290 miles is a fair estimate. While an air line is only 234 miles from South-East Bay to Montreal it is 364 miles, or a total of 1,506 miles by the circuitous route from Winnipeg to Montreal. That route may be shortened at least 100 miles whenever the necessities of the case require. Now, the Canadian route, as I have made it out, is, from Winnipeg to Thunder Bay, 428 miles; from Thunder Bay to South East Bay, 663 miles; from South East Bay to Montreal, 1,455 miles, or somewhat shorter than the Sault route. The hon. gentleman makes it still shorter. He makes it to be 371 miles from Winnipeg to Linkoping Station. He assumes the Syndicate will follow the line from Linkoping, and he makes out his distance 34 miles shorter. Last Session he told us he was not certain they would not run straight on to Thunder Bay. No information have we had since enables us to judge of his present suggestion, and the information we had before was that the route was so embarrassed by a lake, I think called Dog Lake, not far from Thunder Bay, as to necessitate such a deflection and such an early junction at Thunder Bay as would make a comparatively trifling saving, if it were designed to join the line further up. But even taking the hon. gentleman's figures of 1,421 miles, and compare them with 1,506 miles, the Sault line is thus only eighty-five miles longer. I make it only 51 miles longer; and I am convinced it can be made 50 miles shorter. You may call the lines for practical purposes of the same length. What more does this route give us? It gives us a great summer route through our own territory; it gives us a route from Winnipeg to Thunder Bay of 428 miles, the cheapest route we can have, from Thunder Bay to Goulais Bay 220 miles, and from Goulais Bay to Montreal 654 miles, or 1,302 miles from Winnipeg to Montreal, taking the Lake Superior stretch. Now, you have got only the north-west winter traffic by the north shore line. The great bulk of the summer traffic will go by water, either to the Sault line, which, I believe, will be built, or down the lakes and not by that North Shore route. That road will be constructed as the