

construction of this road. While they could not tell with definite accuracy what the road would cost, they could make an approximate estimate that would be within the cost per mile, and they knew definitely the character of the obstacles to be overcome in the building of the road.

Hon. Mr. HAGGART. Where is that information? There has been no survey from the head of Lake Nepigon to Winnipeg.

Mr. CHARLTON. It is contained in a report of Sir Sandford Fleming. I think it is route No. 3. I will be happy to send the volume up to my hon. friend, I have it down at my room.

Hon. Mr. HAGGART. The hon. gentleman will find on looking at it that it is the route from the head of Lake Nepigon down to Lake Superior, not from Lake Nepigon to Winnipeg.

Mr. CHARLTON. My hon. friend is mistaken. Surveys were being made for the purpose of securing a route to Winnipeg, to Red River from the east, and this was one of these surveys, embracing the country between the head of Montreal river and Winnipeg, and passing north of Lake Nepigon, with a description of the character of the country north of the height of land. Now, Mr. Speaker, my hon. friend—I am going somewhat discursively over the notes which I made at random while he was speaking—my hon. friend tells us that the idea of developing a large lumber business from this country between Quebec and Winnipeg for the supply of the prairies, is illusory; that the British Columbia lumber is much handier, and consequently we cannot expect to do very much lumbering from the east of Winnipeg. I have been over to Vancouver a few weeks ago, and being a lumberman myself, I naturally looked into that business a little. I found that nearly all the lumber manufactured in New Westminster, Vancouver and at all points in British Columbia accessible to a railway for transport to the prairies, went up through the canyons of the Fraser and the Thompson, went over the heavy grades between Kamloops and the Columbia, went over the Selkirk Mountains, went over the Rocky Mountains, went up the Kicking Horse grade, a grade of four per cent, where it takes a powerful locomotive to go up with three cars, and went out to the prairies at great cost. With a well equipped road of easy grades we can reach the prairie section with lumber from all parts of the region that this road will open in Ontario; and from the western portion of Quebec, we can reach the prairies, in my opinion, as cheaply as the lumber from Vancouver reaches that destination. A railroad man, if you ask him about the capacity of a road, and whether its capacity for business is measured by the length of the line, will tell you, no; he will answer that it is measured by the length of the line and by the steepness of the grades. The grades over the

Selkirk mountains are 120 feet to the mile, over the Rocky Mountains 200 feet to the mile for four miles, and 120 the rest of the way. These grades are equivalent to adding four miles to the length of every single mile of the road. So the assertion that we cannot reach the prairies with lumber from this hinterland of ours, is not well founded.

Now, he tells us that we know nothing of this country. Ten exploring parties were sent out last year by the Ontario government for the purpose of ascertaining the character of this country north of the height of land in Ontario; and the report of these parties was to the effect that in Ontario, in that region of which we previously knew comparatively nothing, there are sixteen million acres of land in what is termed the clay belt, of good productive land, of rich land, with a climate which fits it for agricultural operations, land which lies south of the latitude of Winnipeg, every acre of it; sixteen million acres have been discovered already, and it is useless to talk about a road passing through a howling wilderness where there are no sources of business available, a road will run the whole 1,300 or 1,400 miles from Winnipeg to Quebec without having any local business whatever.

Then, the hon. gentleman comes down to the question of running rights, and there he has a point on the government—running rights over the roads, one road giving another road a right to use its road-bed. He refers to the sections that grants these running rights, particularly section 24, and he tells us that this whole thing is a delusion, he makes merry over it. Why, he says, the absurdity of supposing that a railroad is like a wagon road, that you can set a train on it as you can put a wagon on a wagon road and run it to its destination. Why, the supreme absurdity of it. He tells us that the Premier knew nothing of what he was talking about, that the thing could not possibly work. Then he gave himself away a few moments later by saying that when the system went into operation the Grand Trunk Pacific would take advantage of other lines that were making use of the road and would not give them fair-play in the adjustment of the rules and regulations, and the despatching of trains. Now, Mr. Speaker, pullman cars run all over the United States and Canada without any reference to a particular railway. A pullman car will often traverse three or four different lines without a change of porter, without a change of passengers, without any change whatever. A car will go from Boston to Chicago, it will go perhaps from Boston to San Francisco, pullman car after pullman car, traversing a great number of different lines. Freight will go in the same way. One of the great reasons for securing uniformity of gauge was to avoid the necessity of breaking bulk. Formerly we had a five foot gauge, a six foot gauge, a three foot six inch