

Hon. Mr. LOUGHEED—But, since the judgment, the Minister of Justice does not defend that.

Hon. Mr. CASGRAIN—I thought the Government brought very good reasons to show that I was right. Of course, the members of the Privy Council did not agree with the Minister of Justice. However, this was in answer more particularly to the hon. member from North Bay (Hon. Mr. Gordon). I was about to say that the distance by the Canadian Pacific railway to-day between Winnipeg and Quebec is 1,584 miles, while the distance by the Transcontinental—the road owned by the people of this country—is only 1,350 miles.

Hon. Mr. CLORAN—Yes, and it is closed.

Hon. Mr. CASGRAIN—Therefore, making a difference in mileage of 234 miles. Now, I ask any hon. member of this House, if there was a decent train service from Winnipeg to Quebec, the terminus of the palatial Canadian Pacific railway steamers, and the larger steamers of the Allan line in Quebec, would any one leaving Winnipeg on his way to the old country or to Europe ever think of travelling around by the Canadian Pacific railway over a crooked road, over steep grades and sharp curves, and paying \$6 additional fare. Would they not instead go by the beautiful highway, the equal of which is not in this country? Would any sane man go that round-about way? No man would if there was a decent train service from Winnipeg—nay, not only from Winnipeg but west of Winnipeg—Brandon, Moosejaw, Calgary, Edmonton, Vancouver and Victoria. This applies to Canada alone; but then the people coming from the Orient—from Japan and China—and all that travel would take the shorter route as between Winnipeg and Quebec. When the hon. member from North Bay (Hon. Mr. Gordon) says that this year many hundreds and thousands of dollars worth of rolling stock in the Canadian Pacific railway were idle at their divisional points, I grant that; but I believe that if this road were opened there would be a good deal more of the Canadian Pacific railway stock that would be idle. Nobody knows better than the hon. member from North Bay what a magnificent country there is, both east and west of Cochrane. West of Cochrane we have an extent of between 500 and 600 miles—500 anyway—of what we call the Ontario clay belt. The land in that part of Ontario will com-

pare favourably, as to fertility, with the very best land on the banks of the Red river or the Assiniboine, or in Saskatchewan on the banks of the Qu'Appelle river. The land is the same kind of land, while the clearing is most easy; as a lumberman, I know that the hon. member from North Bay will bear me out in that—the clearing there is much more easy than it is farther south in the province of Quebec;

Hon. Mr. DAVID.—West of Cochrane.

Hon. Mr. CASGRAIN.—West of Cochrane. Now I come east of Cochrane. One has to travel about 70 miles coming east of Cochrane before one reaches the line dividing Ontario and Quebec. That line runs on the north side of Lake Abitibi, the Quebec portion of the lake being smaller than that of Ontario. Lake Abitibi is a beautiful, a magnificent sheet of water, much larger than lake St. John, and the shores of lake Abitibi are absolutely level, and composed of the most fertile soil. The lake itself is simply a depression in the prairie. I am informed that the depth of the lake is very small indeed; that one can go out for miles and miles on lake Abitibi before reaching a depth of 12 or 14 feet. The shores are thickly wooded, and the lumber, as in all northern latitudes, is not very large, but there is good serviceable lumber along the lake, and also along the streams that fall into the lake, and along the Abitibi river, which is the outlet of lake Abitibi. I allude to this because the hon. member took exception to the statement that pulpwood could be taken from Amos or Bell river down towards Quebec. Of course, the hon. gentleman himself knows that at Iroquois Falls there is a large mill where pulpwood is being manufactured. I do not know but that he wants all the pulp to go to his mill; but the hon. member will agree with me that pulpwood could very well be taken by train for the short haul from Amos and Bell river, and eastward until you reach the head waters of the St. Maurice river. Pulpwood, cordwood and logs could very well be taken from Amos eastward for the short haul along the Transcontinental railway and then the logs could be dropped into the head waters of the St. Maurice river and those logs would come down in the usual drive. Every one knows that there is no cheaper way of bringing lumber to a mill than having it float down a stream and have a gang of men in the spring carry on the drive.