

and also of the remainder of the line to Sault Ste. Marie within 3 years; that the line by Sault Ste. Marie would give Ontario, Quebec, and the East, railway connection with the North-West of nearly the same length, and of better quality than the proposed North Shore line; that it would also give to Canada a great trade from an enormous area of the western States, extending from the boundary to a point south of St. Paul, and even now inhabited by about 1,200,000 souls; that it would secure a way traffic; that it would thus give within 3 years, and at a fraction of the cost of the other line, greater benefit than can be secured by that line in 10 years, which is the period stipulated for its construction; that it would bring both the western States and the Canadian North-West into connection by rail with the ocean steamers at Montreal and Quebec on a route shorter by about 300 miles, than the existing route to New York; that this advantage, together with the further gain of about 250 miles in the ocean voyage to Liverpool, would give this route a commanding position, and secure great benefit to the country at large; that the construction of the line to the Sault or Goulais Bay would also give a first-class rail and water route *via* Sault Ste. Marie and Thunder Bay, within our own limits, by the shortest possible line for the transport of emigrants, goods and produce; that the construction of the line from Sturgeon River to or beyond Thunder Bay to the north of Lake Superior, is under the circumstances premature, and should not be now undertaken."

Now, Sir, I think that the hon. member for Quebec East, after having heard the statement which I have made—and I take this opportunity of saying, I have laid my hands on the report from the Canadian Pacific Railway Company asking for the change of route and also on the report of the Chief Engineer, on it, and will send it across the House to the leader of the Opposition to complete the papers bearing on that question—will find, no doubt greatly to his satisfaction and greatly to his delight, that everything which he stated in his resolution as desirable to be attained if a different policy from ours was followed, is going to be attained by our policy, and this not only without sacrificing and making subservient and subsidiary a great national line, connected from end to end through our own country, and without making this line dependent during any portion of the year on a foreign country for access from one section to another of Canada, and that everything which he indicated here as so important and so vital to the interests of the country, is all attained under the policy of the present Government, and under this contract. The hon. gentleman will find rapid construction within the three years he indicated, during which it might be accomplished of the road to Sault Ste. Marie, and at the same time that the amount from work done, with the exception of thirty-five miles from the trunk line of the Canadian Pacific Railway to Sault Ste. Marie, will all form a portion of the Canadian Pacific Railway. The hon. gentleman will find that the direct route to the sea-board at Montreal and Quebec, which he so much desired to secure, will be secured, and this too at an earlier period than that at which he could possibly have expected to obtain it. The hon. gentleman will find