

The territory to be traversed is the natural home of pulp wood, and in this vegetable substance the unoccupied regions of Quebec and Ontario have an inexhaustible crop ready for harvesting, a crop of perennial character, which in extent, I venture to say, is unsurpassed in the North American continent, perhaps in the whole world.

I am satisfied that it is possible to establish a splendid national railway on the route proposed with the best ocean ports as its terminals. With a Rocky Mountain passage very much lower than that of any railway yet constructed across the North American continent, and with general engineering features even more favourable than those obtained on the Intercolonial Railway, such a line would give breadth to Canada and admit of settlements and profitable industries where such are not now possible.

MR. MACOUN'S EVIDENCE.

I have another bit of testimony. Mr. right hon. friend the First Minister has said there are mountains of information on this subject, but we will be content with only a few hills to-night.

To-day, in the morning paper, I find a report of the evidence before the Transportation Commission by Dr. Bell and Mr. Macoun. Mr. Macoun, after dealing somewhat with the Peace river country is reported as follows:

Mr. Macoun also gave evidence regarding parts of Georgian Bay that he had visited. He stated that he had been with the expedition under Mr. Low that went to Hudson Bay from Lake Winnipeg via the Berens river. The country through which the Berens river flows, he said is very rocky. But at Trout lake, 54 degrees north latitude, a settler of seventeen years' experience had told him that he had never lost any crops through frost. The settler's cultivation extended to all the usual farm crops. Surrounding Trout lake there was an immense area over a hundred million acres in extent which was good agricultural land. Its climate was temperate on account of comparatively low altitude and summer frosts were very infrequent. Most of the country between Lake Winnipeg and Hudson Bay, Mr. Macoun said, was practically unburned. He thought that a good deal of the land on the east coast of the bay was suitable for agriculture. At Kupert's bay there was no natural harbour, but at Richmond gulf the harbour was excellent.

In reply to a question the witness said that in the sub-arctic forest belt of Canada there were, approximately, 1,000 millions of acres of agriculture land.

Such is the information given us in general terms regarding that vast northern country. Some portions of this evidence refer to sections through which the road will run, while other portions refer to land lying further north. But if we have, north of our railway, great tracts of land that are good, then, by all means, the nearer we can get the road to these tracts the better. And, inasmuch as we are going to build a road further north than any other in America, we shall do something to develop these tremendous stretches of land described in the words I have quoted from Mr. Macoun. Sir, one does not need the gift of prophecy to predict that, within the lifetime of men in this particular parliament to-day, the timber, the land, the mines, the waterfalls in that vast stretch of territory will be the foundations upon which will be built villages, towns, and, possibly, cities that will stand as testimony to the wisdom of the policy that sends the railway through that north land.

THE QUEBEC MONCTON SECTION.

Now, I have spoken so far of the attacks made by hon. gentlemen opposite upon the country between Winnipeg and Quebec, upon what I may call the western part of the eastern division. But, bad as that enterprise is said to be, bad as the policy of the government is said to be which holds out the hope of railway construction through that vast territory, there is a lower depth still to which this government have descended, for they have actually agreed to build a railway from Quebec down to the city of Moncton. Horror of horrors! It makes the hair of hon. gentlemen opposite almost stand on end. My hon. friend from West Toronto (Mr. Osler) prayed Heaven that the road may never be built. And up and down the ranks of hon. gentlemen opposite has gone the cry that that road is the iniquity of iniquities. Well, now, we can make some allowance for hon. gentlemen from Ontario and the west for taking such an ungenerous view of the matter. Perhaps I should rather say we could have made some allowance last year, because they were not expected to understand eastern public opinion; they were not expected to be as familiar as others would be with the condition of the provinces down by the sea. But, if we could make some allowances last