

Now, that is the greatest misnomer to apply to this road that it is possible to apply. It is not an all-Canadian route; we have to go through United States territory in order to utilize it. The hon. Minister of Justice himself told us yesterday that that route was open for commercial purposes only, and that for military purposes it was not open. We have our mounted police in there at the present moment, and if it is not open for military purposes, the mounted police can be ordered to remain there, and any one who wishes to get entrance there can be told to remain outside, and the only way the government can reciprocate is to allow the United States troops to go through Canadian soil, that is, give a *quid pro quo*. Then how can it be called a Canadian route? It is no Canadian route at all.

Hon. Mr. MILLS—Is the hon. gentleman opposed to the construction of this road?

Hon. Mr. BOULTON—In the first place I object to the valuable assets in the Northwest Territories upon which we depend to assist us to obtain direct access to the mining regions of the Rocky Mountains being used to build a railway in British Columbia, which holds its own public lands and mines. I am not opposed to the construction of the road itself, as far as the mere value of paying for the road itself is concerned; if I had anything to do with it I would get the government to guarantee the bonds to the extent of ten or fifteen thousand dollars a mile, take a first charge on the route, and then the government will be recouped for the guarantee very quickly after the road has been built, and it will not cost the country a solitary penny. I would not allow anything like a narrow gauge road to be built. These narrow gauge roads, wherever they have been built, have had to be abandoned. The rails weigh only thirty pounds to the yard, and the cost of building such a road is nothing at all, with iron manufactured in the United States now, as low as \$16 a ton. The narrow gauge road is an exceedingly light rail, and the cost of building that is nothing. If the government would guarantee the bonds to the extent of \$8,000 a mile the road would be built and contractors would be very thankful indeed to make their modicum of profit by taking it for that sum. I know something of that. The Crow's Nest Pass

Railway has been built with a bonus; I believe if we had the contract of the Canadian Pacific Railway before us we would find that the Canadian Pacific Railway has got from the government every penny that it has cost to build that railway. Iron is so very cheap and labour is so low and machinery has become perfected that they have machinery not only for grading earth but they can actually dredge rock. They have reduced by powerful machinery the cost of building these roads to a very small thing indeed, and I see that the people of the United States have increased their manufacture of iron to the extent of 15,000,000 tons per annum and that rails have been manufactured as low as \$15 and \$16 a ton. So you can see what a very small amount of value the contractors are to put into the road in comparison with the enormous subsidies given to them. Now, hon. gentlemen, we have to look behind in order to see some reason for this extraordinary position. We know perfectly well, as Mr. Osler, a director of the Canadian Pacific Railway will tell you any day, that the business of the Canadian Pacific Railway is to try and carry the freight into that Yukon region over their road as far as their road goes. That is perfectly legitimate for the Canadian Pacific Railway to do. Then we know a transportation company has been formed to connect the Canadian Pacific Railway at Vancouver with the Stikine route. Now we know there is a desire on the part of the friends of that road to throw the traffic upon that route instead of going in by Dyea. That gives a monopoly to the Canadian Pacific Railway to Vancouver a practical monopoly of the Stikine navigation, and a monopoly of the railway.

Hon. Mr. MILLS—In going by the Stikine we have a treaty right in that way, but the other way we have not.

Hon. Mr. SCOTT—We have no customs to pay going in by the Stikine.

Hon. Mr. BOULTON—Well, we have to tranship on the Stikine route, and the United States government, if they choose, can hamper our hands on the transaction.

Hon. Sir MACKENZIE BOWELL—They can do more than that, they can prevent the transhipment.