

scheme, that it is a transcontinental scheme from ocean to ocean on British territory. Other roads claiming to be transcontinental can hardly say that with the same accuracy. In the east they travel through a foreign territory, and in the west sometimes they have to run through foreign territory. But this is an all-Canadian, all-British road from ocean to ocean, and we point with pride to the fact that while it will operate as a great commercial road, it will also be so located that it will have an advantage from a military point of view, which, while it is not the chief claim we present on its behalf, is always worthy of serious consideration. But I have been assuming that hon. gentlemen opposite are correct, and that we have not any information about it. True, that is a very awkward assumption to make. My hon. friends, after a course of some months in which they proclaimed that we have not any information, suddenly discovered that they knew much about that country. They have found that they know enough about it to propose and support an amendment fixing the location of the line.

### CONSISTENT IN INCONSISTENCY.

From the moment this scheme was projected down to the present, there is hardly a member on that side who has not said that this land is unexplored and unknown, yet strange to say my hon. friend from Jacques Cartier (Mr. Monk) came down the other day with an amendment in which he undertook to tell us just where we should locate our line through that unknown land. True, the amendment was a little hazy, like most of those of the hon. gentlemen opposite. True, the line proposed ran a good deal north by south, and was so located that it paralleled all the rivers on the map, and when we find hon. gentlemen prepared to vote for an amendment of that kind, we have a convincing proof that if they can only embarrass the government, they are quite ready to vote for anything. Although they have declared that we have no information about the country, we think we have a good deal of information, and some of it is information which patriotic Canadians will look upon with pleasure. Last session we had considerable information which I would not like to worry the House by repeating. We had information from the commissioners appointed by the government of Ontario, and although hon. gentlemen opposite did not like it very well, I think we ought to be glad on the whole that that commission was able to report on the land of that region. We have other evidence, and evidence which hon. gentlemen opposite will not assail. We have the report of Dr. Bell, the esteemed head of the Geological Survey. A quarter of a century ago, Dr. Bell made a report on the condition of the country lying between the lakes and Hudson Bay. I shall not quote that again, because I read it last year; but shall merely cite the conclusion at which he arrived. He said:

I have no doubt that at some future time this territory will support a large population.

That was a quarter of a century ago. Surely it is not too much to say that after that land has remained idle during all that time, and when we have the evidence of men like Dr. Bell that there is plenty of good land up there, we should send in our surveyors and explorers and capitalists and provide that territory with a railway. We have also other evidence.

### SIR SANDFORD FLEMING.

We are glad to be able to cite as an authority for one portion of this great scheme—that portion which runs between Winnipeg and Quebec—that distinguished Canadian engineer, Sir Sandford Fleming. If there is any difference between Sir Sandford Fleming's scheme and the present one, it is that he would carry the line further north, and according to my hon. friends opposite, the further north we go, the worse the scheme becomes. So that if our view is bad, Sir Sandford Fleming's must be very much worse. I find that in a public interview, speaking of the material advantages of this line, which I shall not weary the House by quoting any lengthy extract from, but merely a passage or two, he said:

The greater part of the vast region through which the new line might pass between Quebec and Port Simpson is wood land, and we have to-day a new value to the timber which was undreamt of twenty-five years ago.