

may remind me that, at one time, I entertained serious objection to going to Sault Ste. Marie, but the case is different today.

MR. MACKENZIE: Most other people are going to the States.

SIR CHARLES TUPPER: There is nothing that makes one despair so much of the future of this country, as the determined, settled policy of hon. gentlemen opposite to decry and trample down their own country; but I tell hon. gentlemen they mistake the patriotism of our people if they imagine they will ever ride into power over the ruins of their country. What is wanted to give a rapid and decided impetus to the progress and prosperity of Canada is that patriotism in the hearts and minds of its sons, which will enable them to unite in taking up a great national question, free from the lowering and degrading tendency of party politics, which leads men to seek party and personal advantages at the cost of the country. When I opposed the construction of the line to the Sault, it was at a time when we had no line under construction from Thunder Bay to Red River; but the moment the Government was committed to the building of that line, it was our duty to look for means by which we could make it productive. What are those means? I have satisfied myself that the road, with its easy grade and cheap rate at which it will be able to bring down the products of the North-West, cannot possibly have a competitor. What would be the result of the extension of this road from Nipissing to the Sault Ste Marie? The distance from Montreal to Winnipeg *via* Chicago is 1,741 miles. But, suppose a road were built to the Sault, and a line was built to St. Paul along the south shore of Lake Superior, the distance by that route would be 1,563 miles. By Duluth, the shortest line to be obtained by way of the United States, would be 1,514 miles. From Montreal to Nipissing, and thence to Thunder Bay and on to Winnipeg, the distance would be 1,358 miles, while by the Sault Ste. Marie and water communication from Goulais Bay to Thunder Bay, it would be only 1,288 miles. I believe that with the character of our road, the cheapness with which we can bring the traffic of the North-West across it, there is no road, be it by way of Duluth or

St. Paul, that can compete with us. Therefore, I am glad that there is the prospect of seeing either the Canada Central or Pacific Junction carried through to the Sault, bringing our great North-West within sixty hours of Montreal, and Toronto 100 miles nearer, and that within a comparatively brief period. Those who will look at the Union Pacific Railway, and notice the enormous difficulties its builders had to contend with, will see ours is not a stupendous task. They had to go through a comparatively barren country compared with which ours is a garden. For more than a thousand miles they had to surmount heights of 4,500 feet above the level of the sea, while the passes through which we cross the Rocky Mountains are under 4,000. They have to go through a country where the snowfall in the passes reaches thirty feet, and where they have forty miles of snowsheds, to prevent trains from being buried. They have to pass through a country with steeper grades than we will have to encounter, and yet the road was built in the teeth of just such Parliamentary struggles as we are to-day obliged to endure. But, when constructed, the road silenced all opposition; and if, with a country which, according to a high American authority, embraces three-fourths of the remaining wheat zone on the American continent, if, with this advantage, and our other advantages, we hesitate in discharging our duty to the country, we should be unworthy of the position we occupy, either as statesmen or patriotic Canadians. No person can look abroad over the Dominion without feeling that the Great North-West Territory is the district to which we must look for our strength and development. Just as the older of the United States look to their Great North-West, with its rapidly increasing population, adding hundreds of thousands and millions to their strength, not only may we look for strength by reason of an additional Customs Revenue from the increased population of that Territory, but we must look upon that western country as a field for the manufacturing industries of the older and more settled parts of Canada. Every person acquainted with this country knows we have exhausted to some extent its bread-growing power, but under the National