

west, these regions are to furnish an untold amount of business—business that this one line will be incapable of performing, and the building of this road, as the hon. ex-Minister of Railways and Canals very properly said at Vancouver, through this new and wilderness country is an act of statesmanship, of good policy, and it will open this region to settlement. When this road has been built to Fort Dunvegan on the Peace river, the natural corollary is to extend the line from that point to Dawson City, in the Yukon. The line would be perhaps a thousand miles long. I have not measured the exact distance; it may be something less than that. It would cross the Hay river, it would follow the Liard river and traverse those fertile regions. Not 300 miles of the length of that road to Dawson would pass through a country incapable of settlement and cultivation, and if we had this road to Dawson we would have done away with this question of the bonding privilege from Skagway over the White Pass. We would have done away with this question of the trouble about the Alaskan boundary so far as reaching the Yukon from the Pacific is concerned. We would have reached through a direct route the very heart of that region, we would have its entire trade and we could afford to place little store upon the Alaskan boundary question when that point was reached. The road will open up, in addition, the regions I have named, to Northern British Columbia. Recent discoveries have been made upon the Skeena river of enormous deposits of coal, of hundreds of millions of tons of coal of superior quality. We are just scratching the surface of the country, we are just learning about its enormous resources. It is a country rich in minerals, rich in coal, rich in iron, rich in precious metals awaiting development, to be penetrated by a railway and to blossom into commercial life. The road will build up a great city at Port Simpson, a city that will command an enormous trade with the Orient, a city that will command, when the Panama canal is completed, an enormous trade with Europe in grain. Grain from the Peace river valley, when the Panama canal is constructed, can be taken to Simpson by this road, can be shipped to Liverpool from Simpson and shipped at rates that will set at rest the transportation question for that rich country by affording them cheaper rates than can be obtained elsewhere. It will afford an outlet for the grain trade and for the flour trade which is sure to be developed from that great western country with China and Japan. This road will have a great lumber trade. That will be another item in its business prospects. It will have a lumber trade from the forests of British Columbia to the prairies of the West. It will have a lumber trade from the forests of the hinterland of Ontario and Quebec, which

will be traversed for a length of 1,300 miles by this road. Wherever the road crosses a stream every tree standing upon that stream above the line of the railway will be tributary to the railway, and lumber from this section of the country, as I pointed out last night, can be transported to the prairies as cheaply as lumber is now transported from Vancouver, where there are two mountain ranges to climb, offering grades of from 120 feet to 200 feet to the mile. This road, when it is completed, will be called upon in all human probability to handle 100 million bushels of grain annually by its line west of Winnipeg. As I have said, it will be the exclusive outlet of the clay belt. By its branch down the Nottawa river, with a good harbour on James bay it will command the business of that great mare clausum of Canada, the Hudsons bay. Thousands of square miles larger than the German ocean, a sea with untold resources in fish, with enormous resources in minerals upon its shores, and near whose shore Philadelphia companies have been locating iron mines for the last two years, and I would counsel the hon. Minister of the Interior (Hon. Mr. Sifton) to look closely into this question and see that these people do not obtain enormously valuable properties at a mere fraction of their value. This road would command the business of this great inland sea, with its valuable fisheries, and it would command the trade in minerals that are tributary to it and the Nottawa branch. It will bring back to Quebec—and I am sure this will interest you, Mr. Speaker—its palmy days. Once that was the seat of an empire in embryo. Its adventurous explorers reached the far west, planted fortifications and military and trading posts, in the rear of the English colonists, at Fort Duquesne, near Pittsburg, at Fort Kaskaskia, opposite St. Louis, at Mackinaw and various other points in the country, and projected an empire that was to be tributary to France, but by the struggle on the plains of Abraham that dream of empire was shattered. But, with this road Quebec will reach out to the future again, Quebec will reach out to the commerce of this vast region with its untold resources, and it will command the trade of that sea and become a queenly city.

This project will practically straighten the Intercolonial Railway. I have dwelt upon that subject already—a necessary step to be taken if we are to furnish the maritime ports in the winter with shipments of grain. I pointed out last night that vast expenditures that have been undertaken by all the principal American lines in betterments of their roads, in reduction of grades, in improvement of alignment, in laying with heavier rails, and in giving better equipment. These vast expenditures were absolutely necessary. The roads could not perform the functions that they were designed to do and desired to do without these expenditures. If one road made these