

Hon. Mr. MILLS—That is the way we get our police force in.

Hon. Mr. LOUGHEED—The police force in the Red River rebellion of 1870 had to undergo a most perilous journey through Canadian territory, to get into our north-western country when the United States absolutely prohibited them from passing through American territory.

Hon. Mr. SCOTT—The mounted police went up the Yukon River in 1895 and 1897: the mounted police went through this United States territory, and some of them are there now.

Hon. Mr. LOUGHEED—We had to get special leave to take them there. They simply went there to police that district, and it was equally for the benefit of the United States people with ourselves that such was the case. But my hon. friend whispered the other night as a justification for the passing of this bill that there were grave and serious state reasons.

Hon. Mr. MILLS—So there are.

Hon. Mr. LOUGHEED—State reasons for the building of this road and the passage of the bill! The only state reasons that could possibly arise to justify the building of that road would be anticipation of trouble between the United States and Canada. Such trouble as that must necessarily involve the transportation of the military into the Yukon country. Will my hon. friend say, in view of these state reasons which he has intimated, that the Americans would for a moment allow us to transport our troops from Wangel to the Stikine River through United States territory into the Yukon country? Why the very statement made by the hon. gentleman is the very best refutation of the argument he has made that our troops could go by the Stikine route. I can point to instance after instance in the Dominion of Canada where one terminus of a Canadian railway is on United States soil. The Canadian Pacific Railway Short Line through Maine, the Grand Trunk Railway, the Sault Road, in fact all the great systems of Canadian railways have termini in the United States, yet we have never had any trouble with the United States in regard to our railway system. But in regard to our navigation laws, we have always had trouble with our neighbours and if history re-

peats itself, we always shall. Therefore, I say, with the limited information before us, it would appear more advantageous to Canada to build from the head of Lynn Canal than from the head of navigation on the Stikine River. Another very serious matter is this: My hon. friend was not able to give information upon it, the hon. gentleman does not know anything as to the feasibility of the Stikine River route. I understand the navigation of that river is very limited indeed. In fact, on my way to Ottawa last week I met on the train a civil engineer from England who was familiar with this route and who told me positively that it could not be used more than four months of the year. I see a statement in today's press it cannot be used more than two months. We know that it is a very shallow river and vessels drawing more than 16 inches of water cannot navigate it.

Hon. Mr. POWER—That is a mistake.

Hon. Mr. LOUGHEED—I am simply giving the information I am in possession of. My hon. friend has rung the changes in every possible way that this road is peculiarly a Canadian road. The government advances that as one of the strongest arguments in justification of the building of the road. I wish to point out to my hon. friend that the building of that road by this route is quite as advantageous to the people of the United States as it is to the people of Canada. There is not a city on the Pacific coast but will participate in the advantages of this road quite as largely as any of the Canadians cities. San Francisco, Portland, Tacoma, Seattle—all those cities that lie on the Pacific coast and which are practically in possession of that trade to-day will profit as much by the building of the road as Vancouver or Victoria. He cannot gainsay that statement. They will sail up the coast, tranship at Wrangel or on the Stikine River, and ship their goods in the same as Canadians.

Hon. Mr. POWER—They have to pay duty.

Hon. Mr. LOUGHEED—They are paying duty to-day, yet they have most of the trade of that country. Certainly they will continue to pay the duty and keep the trade. The building of the road will not change those conditions of trade. Therefore, I fail