

compared with the Stikine and other routes. I observed that a steamer went from Seattle to Skagway and back again in six days, that is three days going up and three coming back, to an open port all the year round. Nothing could be better than that. It touches at Vancouver, so that Canada is not obstructed in that trade. Moreover, we have our own steamers, we have the same right to go to Skagway as the steamers from Seattle; the only thing we have not got are coasting rights. But the fact that we can send a vessel to Skagway and return in six days shows the feasibility of that place as a port of entry and the simplicity of the navigation in the depth of winter. Compare that with forcing our trade up the rapid Stikine River for 150 miles, and then over 200 miles of railway to Teslin Lake, and it is obvious that there cannot be two opinions in the country as to the advisability of taking the shorter and better route. We have the very best evidence of the friends of the Liberal Government themselves as to the truth of what I am saying—that is Mr. Wade, who was one of the government officials who went to the Yukon to assist Major Walsh in the government of the country, in a lecture before Toronto University he referred to the ease with which communication could now be had. He said a few hours railway travel now over the White Pass will land you on the bosom of a series of beautiful lakes which will, through the River Yukon, convey you to your destination without trouble, without hardship, and without adventure. These are Mr. Wade's own words in a lecture to the people of Canada on the facilities of that route and the capabilities of the country. Can you have a better justification than out of the mouths of members of the Liberal party themselves as to the action of the Senate on the Yukon Bill. Then we have another statement made by a former colleague, the Hon. Mr. Martin, Attorney General of the province of British Columbia. What does Mr. Martin say with regard to that? He said: "Never was there such a blunder; never was such an infernal piece of business as the attempt to force Canadian trade and develop connections with the Klondike region over the Teslin Lake and the Stikine River." There are two sentences out of the mouths of the government's own supporters—out of the mouths of the government's own friends. And Col. Domville is another, a supporter

of the present government. I forget exactly what he said, but he spoke very much in the same strain. He says he will not support it again. I am satisfied that any one who takes an unprejudiced view of the question in the commercial interests of the country in the interests of the transportation of the country will never dream of putting the Stikine route against the route by the way of Lynn Canal and Skagway.

Hon. Mr. MILLS—You would not favour the Edmonton route as against that?

Hon. Mr. BOULTON—Certainly. Put me on a railway coach that will take me to my destination and I am satisfied. I do not want to cross the continent and then be transported on an ocean steamer and then on a railway and then on a steamer, when I can reach my destination by railway without change and in comfort.

Hon. Mr. MILLS—So that my hon. friend in advocating this route by Skagway and Dyea is advocating a route which he thinks will not compete with his pet scheme?

Hon. Mr. BOULTON—No, I do not think it would for eastern commerce, for commerce from the cities of Montreal, Toronto and eastern Canada, and the commerce of Manitoba and the North-west Territories. I am quite certain the cheapest means of communication and the largest amount of trade that will be developed for the benefit of Canada will be by a railway via Edmonton. If you are going to construct railways in that country, and I would strongly advocate it, instead of giving away lands as you proposed last year to private parties, giving away such lands as you describe in the Speech from the Throne which we are now discussing:

Much information has been obtained since you last met relative to the extent and value of the deposits of gold and valuable minerals in the Yukon and other parts of Canada.

Who was it saved those valuable minerals as an asset for the people of Canada? It was the Senate. Those assets are still available, and they are not misplaced and improperly distributed for the benefit of a few private individuals, in the same way the Crow's Nest Pass, as I see it stated, was "the locking up of those coal lands is the most damnable piece of legislation ever perpetrated in Canada."