

proclamation, this Act shall not apply to citizens of the United States of America; and if such declaration is so made this Act shall not so apply.

4. At any time after this Act has come into force the Governor in Council may, from time to time, by proclamation, except from the application of this Act the subjects of any foreign power or powers other than the United States of America.

That is practically copying in their spirit the mining regulations of the United States. That bill will come before this honourable House in its proper time, when hon. gentlemen will have the opportunity of discussing its merits and the necessity that exists for our taking such a course. That is a preliminary to what I conceive to be a statesmanlike position for the government to assume in negotiating with the United States government for an equality of rights and privileges in that territory, where the conditions are so equal as they now exist. In order to show hon. gentlemen that we are not at all dependent upon the good-will of the United States in regard to navigation of the coast line and the ports on the coast line which they hold, I would just give you a comparison of the distances and the different routes that exist to reach that territory.

Hon. Sir FRANK SMITH—Might I ask the hon. gentleman if he is not going a little too far with that bill. A measure of that character should be placed before this House by the government of the country, and they should take the responsibility of negotiating with the United States government. I think a bill of that kind introduced by a private member is out of place.

Hon. Mr. BOULTON—The hon. gentleman will understand that I am quite within my right in introducing this bill, and I am not exceeding the powers that are conferred upon me as an individual member of this Senate. It is a question of policy on my part, whether it is a wise one or not. I would be very glad indeed to fall in with the view expressed by the hon. gentleman, if the government adopt the view I advocate in regard to this matter.

Hon. Mr. MACDONALD (B.C.)—Do not discuss the bill now; it is not before us.

Hon. Sir FRANK SMITH—Did not you say that you would introduce the bill?

Hon. Mr. BOULTON—I have done so this afternoon, but I have no desire to take it out of the hands of the government. If

the hon. leader of the government approves of the bill I should be only too glad to hand it over to the government and let them assume the responsibility. Since introducing this bill I am told that a similar bill was introduced by a private member in the House of Commons. I have not seen what form it is in, but I have been told that it is a bill to the same effect.

Hon. Mr. MACDONALD (B.C.)—That is true.

Hon. Mr. BOULTON—So that I seem to be only following a precedent which has been recognized as a proper one in the lower House.

Hon. Mr. MILLER—The two bills cannot pass.

Hon. Mr. BOULTON—I quite understand that, at the same time I am told the bill that was introduced yesterday in the House of Commons, is an amendment to the Alien Act while this is an amendment to the Mining Act, in which case they will not clash. I am introducing this bill to give force to the argument I am using now in regard to the mining rights of Canadians in that North-west Territory, and looking at it from that standpoint, I feel quite justified in taking the position I do in regard to it. I want to bring to bear all the points I can in order to show that we are not dependent upon our neighbours for any concessions or advantages, that we can prosecute our industry quite independently of them, or anything that they have it in their power to withhold from us or restrict us in, and I was just going to show the various routes that exist in order to reach that territory. There is the Stikine route, 1,542 miles, 700 of which is ocean route. Then from Skagway it is 1,581 miles.

Hon. Mr. MACDONALD (B.C.)—From where?

Hon. Mr. BOULTON—From Vancouver to Dawson, and the Dyea is 1,575 miles, of which 1,000 is ocean. The Dalton route is 1,507 miles, of which 985 is ocean. The ocean route by St. Michaels is 4,450 miles—that is to the eastern boundary of Alaska, United States territory. Then we come to the Edmonton all-rail route, which is 1,342, or some 200 miles shorter than any one of