

every day that passes will give them more experience and better results. In the effort to do a good deal in the way of reports, we find consular officers frequently introducing curious things into their reports. For instance, I have seen a consular report from Winnipeg giving particulars of something that occurred in Halifax, and I have seen one from the maritime provinces giving information of what occurred in western Canada. Therefore I am not disposed to complain of our agents if they do not do much in the way of reports. Their work is slow and uphill at first, but if they can show that they are bringing the products of Canada, to the notice of consumers in their respective countries, that is all we can hope for at first. It is a service which I think we shall have to extend. The imperial consular service is not a commercial service at all. Even if it were, it is not particularly devoted to Canada. I am inclined to think that, slowly and after experience, it will be a wise policy on the part of Canada to distribute these commercial agents over a wider area, even though we do not get immediate results. Like the advertising of the country, though you may not get results immediately, they shall come in due course.

Mr. BLAIN. The other day I read a letter from a friend of mine, residing in Japan, pointing out that our agent there was advertising in some of the local newspapers articles for which there was no sale in that country at all. Boot blacking was one of the articles advertised. This gentleman writes that there could be no possible sale in Japan for boot blacking, and he gives other items of articles advertised for which there is equally no market in that country. Yet there was no general advertisement of the kind of goods Canadians would find a market for in Japan. Those in charge of the department should see that the kind of goods likely to find a market in Japan should be advertised in the local papers of that country, and that money is not spent advertising goods for which there is no market.

Mr. FIELDING. I do not imagine that the agent would advertise in any one general advertisement all the products of Canada, but from time to time he calls attention to things for which a market might be had, and it is better he should err on the side of advertising too many than too few. Mr. Maclean, whom many gentlemen in this House know, is a gentleman of much intelligence and well informed in Canadian affairs; and I am quite sure that if he advertised blacking, he also did not fail to advertise the more substantial products of Canada to which we attach greater importance. I do not know whether the reason the hon. gentleman's correspondent has for saying there is no market for blacking in Japan is that we do not make blacking or that the Japanese do not want it.

Mr. FIELDING.

Mr. SPROULE. On their wooden shoes it would be very valuable.

At six o'clock, House took recess.

#### After Recess.

The House resumed at Eight o'clock.

#### VANCOUVER, VICTORIA AND EASTERN RAILWAY AND NAVIGATION COMPANY.

House resumed consideration of the motion made by Mr. Ross (Yale-Cariboo) for the third reading of Bill (No. 139) An Act respecting the Vancouver, Victoria and Eastern Railway and Navigation Company, and the amendment thereto by Mr. Foster.

Mr. DAVID HENDERSON (Halton). Before this Bill is finally disposed of, I desire to make a further brief statement. I do not propose to discuss further the merits and demerits of this Bill. I think that in the Railway Committee and in the Committee of the Whole that feature of the matter has been thoroughly considered. The stand which I took in the Railway Committee I still adhere to. And I think that those of us who took that stand were thoroughly justified in so doing, not only as members of the House, but as representing the best interests of the people of British Columbia. It is true that hon. gentlemen from British Columbia have practically questioned the right of members from other provinces to interfere in the legislation pertaining to their province. But I may say here and now that I regard myself as a representative in the House in the interest of the people of British Columbia just as much as in the interest of the people of Ontario or any other province of the Dominion, and I contend further that I and others who spoke and voted as I did in the Railway Committee are more in line with the sentiment of the people of British Columbia than are the representatives of that province themselves. I made it a special study to ascertain the sentiments of the people of British Columbia on the subject of this road. I have done so by reading the published reports of board of trade meetings and other meetings, and by examining the newspapers published in the different cities and towns of that province. I find no newspaper advocating the diversion into the United States of that road—none, at any rate advocating the idea that the road should not be built wholly in the province of British Columbia. But I do find a very strong feeling that the road should be constructed in the Kootenay district to the coast on Canadian territory. And that is practically all that we have voted for. We have not opposed the construction of the Victoria, Vancouver and Eastern Railway. In the early meetings of the Railway Committee, the charter so far as it concerned the construction of that road into this Similkameen valley was pass-