

citizens of the United States, that they talk of the country as if it was their own, that they bear themselves most arrogantly to the people of Canada who happen to be there.

Mr. BOSTOCK. May I ask the hon. gentleman, where he gets that?

Mr. DAVIN. The letter was sent in confidence; I cannot give the name. If I had permission of the writer, of course, I could tell the hon. gentleman, but he does not give me that permission. But is it to be supposed that he excogitated such a thing as that? Has my hon. friend visited Greenwood?

Mr. BOSTOCK. Yes.

Mr. DAVIN. Well, if my hon. friend is in a position to contradict that, and if he gives his word to this House, of course, I would not doubt his word. But mind this, everything my hon. friend says now on this subject will be taken 'cum grano salis,' for this reason, that there are his own words of last year in letters of fire, written against the position he has taken here. Now, here we have news from Rossland, from Trail, from Nelson, from Vernon and from Kaslo:

Rossland, B.C., April 1.—The despatches of to-day announcing the passing of the Kettle River Valley Railway Bill through the Railway Committee, meets with the entire satisfaction of a portion of our American population, who are supporters of Mr. Corbin, but the general feeling seems to prevail that the line, if built, cannot but at once hurt west Kootenay, and ultimately injure Boundary Creek. The only hope for the county, should the Bill pass the House, is that the Canadian Pacific Railway will build through the district. No one in British Columbia credits for one moment Mr. Corbin's reported promises to safeguard the interests of the province, or to develop the smelting industry. It is not in the nature of things that he should. He is a business man. His interests are American, and must remain so.

There is a telegram from the accredited correspondent of one of the first papers in Canada, and he is bound to send to his paper what is the state of feeling. He says that in Rossland the American population is rejoiced; but the British Columbia, or Canadian, population, who are anxious for the future of the country, and who desire to see it go forward on Canadian lines, are not rejoicing, but, on the contrary, they are somewhat anxious.

Mr. BOSTOCK. Does my hon. friend mean to say that the "Gazette" has a correspondent in each of these towns?

Mr. DAVIN. Well, I am not in the secrets of the "Gazette" office, and I never asked my friend Mr. White about it; but I assume that, when that paper publishes correspondence, it comes as correspondence, and not as private letters. When I edited a newspaper, if anybody, no matter how high his position, were to send me a telegram, I would not put it in as a telegram belonging to the

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paper, but I would put it in as a letter or note coming from that person; and, if he did not want his name to appear, I would make an explanation to that effect.

Trail, B.C., April 1.—In announcing the Railway Committee's report favouring Corbin's Kettle River Valley Railway charter, the Northport, Washington, paper of yesterday rejoices exceedingly, and says: "Now look out for great prosperity for Northport."

"For great prosperity for Northport." We heard a great deal of that. All this points to Northport. The smelting will be done at Northport, and, in order to prevent the ore from going out, we have got a clause in this charter which everybody knows is not worth that much, to keep the ore in our country and to build up some other place besides Northport. Can any one suppose that an exceptional piece of legislation like that would be put in force against the interests that will be brought to bear? Look at the way this Government is going on about the lumber question. Notwithstanding what the Dingley Bill has done, and notwithstanding the promise that was made, notwithstanding the representations of the business people of this country interested in lumber, who are crying out, clamouring and beseeching to have that duty that was promised to be put on, put on now, the duty is not put on. And when they won't do it in one case, do you suppose we can trust them to do it in another? This telegram goes on:

To-day's despatch telling of Mr. Corbin's success before the Railway Committee with his Kettle River Valley Bill, is hardly credited. The hope is expressed that if it has really passed the Railway Committee it will be defeated in the House. Mr. Corbin's advent in Rossland impoverished this community, and it is felt that if aided to further tap the riches of British Columbia, it is all day with us.

Then, from Nelson we have this:

Nelson, B.C., April 1.—Much surprise is expressed here over the reported passing of the Kettle River Valley Railway Bill through the Railway Committee. The statement is not credited. So apparent are the dangers to Canadian trade of such a line, to those living in British Columbia, that they imagine that the situation must be equally clear to all. Should the charter be granted and the line built, it is felt that the death knell of smelting in British Columbia has been sounded.

But is it only the death-knell of the smelting that will be sounded; is it only that Northport will be built up? Why, the obligation will be still greater soon than it is now. The fishing interests, the canning interests, the wheat-growing interests, the beef-raising interests of the North-west will all be deplorably and irretrievably damaged, so far as this great market is concerned that we were to have secured to us by last year's legislation.

Vernon, B.C., April 1.—Although the need of a railway in Boundary is fully acknowledged, to-day a despatch reporting the passing of the