

we be called upon to tax the ratepayers of Canada \$108,000 for the development of some valuable coal mine, whether it belongs to the British Columbia government or to some private individuals? What justification is there for helping on our overburdened people all these expenditures for enterprises of the merits of which we know nothing at all, and which, if they be one-quarter as valuable or one-tenth as valuable as they have been represented by the hon. gentleman, ought to be able to pay their own way. I object to the whole system for the matter of that, but particularly it seems to me that going into the wilderness in this fashion, on the vague statement that there are valuable coal mines, in which, even though they are as valuable as they are represented, the people of Canada have no interest, is something worse than throwing away our money.

Then, in answer to some remarks made by myself, the hon. member added:

I am very glad to hear that very valuable coal deposits have been discovered. But the more valuable they are, in all conscience, the less need there should be for taxing our people at large. The practical result of all this is that these gentlemen whom the hon. gentleman has just named, these capitalists, as I believe some of them are, not content with having got, and probably got very cheaply, an extremely valuable deposit, must needs come to the Parliament of Canada and demand that the ratepayers be obliged to contribute \$108,000 for the purpose of making their individual fortunes.

Then, again:

We do not grudge them what is due to enterprise and energy, but what I do object to is taking public money for the purpose of assisting persons who are absolutely able, if they control a mine one-tenth part as valuable as we are given to understand this is, to raise all the money that is required for the purpose of exploiting it. That is what I complain of, and to that no answer has been made. The more valuable these things are, the more solid and substantial value there is in them, the less reason and the less justice is there in coming to us for assistance to develop them.

And a good deal more in the same strain. Now, although thankful for the assistance of the hon. member for Winnipeg, what I do object to is the inference to be drawn from his remarks, that either the Government or any corporation have blocked the way, and have prevented the British Columbia Southern Railway Company from building that line. I know nothing of the directors or shareholders of the company, except for communications I have had with the solicitor of the company. They have not been blocked by the Government or by the Canadian Pacific Railway Company or any other railway company. In proof of that, let me read the remarks of the Hon. Colonel Baker, who is president of the company, and a member of the provincial government, when a private Bill was before the provincial House a short time ago for a renewal of their charter:

Hon. Col. Baker said that as he had for many years been actively connected with this enter-

prise he might offer the explanation asked for. On two or three occasions the negotiations for its construction had been almost completed, though it had in each case been found impossible finally to complete them, owing largely to the difficulties in which railway enterprises everywhere had for the time being become involved. At the present time negotiations are again in progress, with every prospect that the work may be commenced this year, but only on the condition that the time for the completion of the first section of some 70 miles shall be extended beyond December next, the time now stipulated. No capitalist would put money into such a scheme without this extension, and therefore this Bill had been introduced.

It is quite evident, from these remarks, that the hands of the British Columbia Southern Railway Company have not been tied or that the company has not been blocked, either by the Government or by the Canadian Pacific Railway. A short time ago, the vice-president of the company sent, through me, an application to the Government for further assistance: and, when the time comes, I hope we will be able to rely on the practical assistance of the hon. member for Winnipeg (Mr. Martin) and the hon. member for North Wellington (Mr. McMullen), and that their good wishes will stand the test. Here is a copy of the application which was passed through my hands:

In the year 1894 the Parliament of Canada provided a subsidy of \$3,200 per mile for a railway between Coal Creek and the junction of the Kootenay River with Elk River in the East Kootenay district of British Columbia, a distance of 34 miles, and subsequently the British Columbia Railway Company applied to you for the purpose of obtaining the benefit of this statutory enactment.

Very extensive metalliferous mining operations are now being carried on in the West Kootenay district where there are also large smelters in operation and in course of construction. The supply of fuel for these smelters is at present costly and for the most part from the United States. It has been frequently represented to the directors of this company by the owners of the smelters that the introduction of the coal from the Crow's Nest district would greatly cheapen their cost of production and at the same time aid in the development of the East Kootenay district which to all appearances is quite as rich in mineral wealth as the district in the west.

Enclosed we hand you an application for an additional subsidy for the above railway over its second section, namely, from the Kootenay River to Kootenay Lake, a distance of about 100 miles.

Now, if the hon. gentleman will only assist the British Columbia members in pressing this application upon the Government and also induce the hon. member for North Wellington (Mr. McMullen) and the hon. member for South Oxford (Sir Richard Cartwright) to endorse the application, and back it up with their support, we shall indeed feel deeply grateful to them.

Mr. MARTIN. My hon. friend the Controller of Inland Revenue is quite surprised to find that I take some little interest in the