

here last year. He said that the city of Spokane had increased from a small town of something like 8,000 to a bustling, prosperous city of over 35,000 last year. And he will have to state it again, because it is the fact that that city was built up altogether by the trade which came to it from the Kootenays. I was struck with the statement made by the hon. member for West Assiniboia, in the Railway Committee, when this matter was being discussed. He said: Let us have Spokanes in Canada. That is exactly the idea. If we increase these railway facilities to the United States, there cannot be the slightest doubt but that cities will spring up there, but that, if we pursue a different policy, those cities will spring up within our own border.

Now, I have another proposition, and it is this, that, if the trade of the district goes to the south, as it has been doing, and as it will continue to do if these railway facilities to the south are improved, the smelting of that district will also go south. You are aware that the parties who are interested in this charter, if not directly, indirectly, did all they could to build up a smelter just a few miles to the south of our boundary line at Northport. There was no valid reason assigned before the Railway Committee why that smelter should have been established at Northport, and not at Trail or at some other point in British Columbia. It was stated that at Northport there was a mountain of limestone just behind the smelter. But, Sir, that argument is completely refuted by the fact that it only takes 30 per cent of lime to smelt a given quantity of ore. That being so, it certainly was much cheaper to carry the lime to the ore than to carry three times the bulk of ore to the smelter. So, I say, there was no reason at all why that smelter should be established on the American side rather than on the British Columbia side. But all the interests of these parties are on the other side, and we have every reason to believe that what they did in this instance they will continue to do. Their commercial interests, their political interests—every interest they have lies to the south, and will induce them to build up the cities to the south of the line, and to carry the smelting industry thither, if it is possible to do so.

If this charter is granted and this railway constructed, I say unhesitatingly, the ores of the Boundary Creek country will largely go to the American smelter to be treated. It was argued in the committee, that that would not be the case, because, providentially, the ores of the Boundary Creek were self-fluxing, that is, they carried their own fluxes. I heard the statement which was read in the Railway Committee, on which that argument was based. But the statement did not bear out the argument. The mineralogical expert who was quoted in support of the proposition, was very guarded in his statements. He did

not make the sweeping assertion that all the ores in the Boundary Creek country carried their own fluxes. He said it was understood that some of the ores in that country were self-fluxing.

The MINISTER OF MARINE AND FISHERIES (Sir Louis Davies). Has the hon. gentleman the quotation with him?

Mr. McINNES. I have not.

The MINISTER OF MARINE AND FISHERIES. I think that the quotation in the committee was broader than that the hon. gentleman has given.

Mr. McINNES. If it was broader, at any rate it was not sufficiently broad to sustain the argument which was advanced, that there was sufficient ore there carrying its own fluxes to warrant the establishment of smelters there as against establishing them in the United States and carrying the ore thither. We all know that no broad statement of that kind could be made at the present time with any accuracy with regard to the ores of the Boundary Creek, because no persons as yet, have sufficient acquaintance with the ores of that country to be aware of the facts. There has been a good deal of prospecting, and there is good reason to believe that the country is enormously rich in minerals; but I venture to say, that there is not a sufficient body of data before the Government, or before the British Columbia Government, or any one else, to warrant any person in assuming that all the ores of the Boundary Creek country carry their own fluxes. Now, if we have reason to believe that this road, when constructed, will carry the ores, in all probability, to the United States to be smelted, if there is reason to believe that it will stimulate trade with the United States, as against trade with Canada, why should we grant this charter?

Now, there have been two or three reasons suggested, and the most forcible of them all, to my mind, is that it will afford competition. Now, personally I have no faith at all in railways competing with one another. My hon. friend behind me (Mr. Wood) again laughs. I hope he will enlighten this House with something more than his laughter when I take my seat. I say I have no faith at all in railway companies competing with each other. We have had numberless instances in this country. A section was accommodated with but one railway line, and the people thought that they were being tyrannized over by a monopoly. These arguments have prevailed to the extent of giving another railway line but they no sooner get another line in there than they have two tyrants tyrannizing over them. They want a third line to go in there for competition, and when they get a third line, it will be a fourth line, and so on. Railway companies will not compete against one another. They will either