

dred. That is based upon this: We receive and are settled with on the basis of the London price. The price of lead on the London market varies from time to time, varies probably every day, or few days, a few points, but at the present time the London price is \$2.90 per hundred pounds. The mine owner receives only \$1.90, the other dollar being taken for freight, treatment and what are called marketing charges. So that, as contrasted with the mine owner in the United States who receives \$3.90, the mine owner in Canada, 200 or 300 miles north of him, receives only \$1.90. Now, taking dry lead in the New York market we find that at present the price is about \$4.37 per hundred. In Montreal they buy pig lead (not the United States pig lead), and the price of pig lead in Montreal is \$3.07 per hundred. I am quoting these figures to come to the point that I do not see why the charge to the Canadian consumer of mixed paints should be as much as the charge to the American consumer of mixed paints, and yet we find that such is the case. Pig lead in New York is worth \$4.37 and in Montreal \$3.07. Then we find that corroded lead in New York is worth \$4.75 per hundred and in Montreal \$3.75 per hundred, but when it comes down to mixed paints we find that they are quoted in both countries at about \$6 per hundred. One thing is sure, that the mine owner does not get the benefit of that. Why when there is such a difference in the price of pig lead and the price of corroded lead in Montreal and in New York the price of mixed paints is the same, is something that is difficult to understand. When it is mixed in with the oil and becomes mixed paint we find that, although the American paint mixer has to pay much more for the corroded lead that is used in the mixing of the paint than does the paint mixer in Montreal, practically the consumer in the United States pays the same as the consumer in Canada. That is something the Government might look into.

I wish to place before the Government and the House the importance of this lead industry in British Columbia, to show what it was when the conditions were favourable to mining operations there and to contrast the conditions then with the conditions to-day and with the conditions that have prevailed for some little time. These figures have been carefully compiled by men who made it their special business to arrive at the figures in order to be able to present them to the Government when they came here as accredited delegates from British Columbia. There has been invested in silver lead mines in that district over \$20,000,000. That is the actual purchase price of the mines. It does not include any stock dealing or anything of that kind; it is the actual purchase price of the mines and money expended in developing these mines. In connection with that, there have been railway and steamship lines built, and they were built very largely for the purpose of conveying these ores, because there were practically no other industries in certain parts of the silver-lead mining district. There has been expended in that direction by the Great Northern Railway Company some \$3,000,000. There has been expended by the Canadian Pacific Railway

Company for a similar purpose some \$10,000,000. In Slokan district, which is entirely dependent on silver-lead mining, we find that in the various mining camps and small towns the assessed value of improved property amounts to about \$1,700,000. The assessed value of the City of Nelson, outside of that amount, is placed at about \$2,500,000. There has been invested in smelters for the reduction of these lead ores some \$750,000 or \$1,000,000, this investment being represented by the smelters at Pilot Bay, at the City of Nelson and at Trail. I will take the year 1900, because in that year the mines were working under favourable conditions and were working to their normal capacity. In that year while working to their normal capacity, these lead mines gave employment to 2,500 miners. This does not include men who might be employed in cutting trails or in cutting wood in connection with these mines, but actual miners, and the wages paid to these miners amounted to about \$2,750,000 in that year. The value of the ores shipped from these mines in 1900 was about \$5,000,000. These mines were supporting a population of some 20,000 people, I may say, almost absolutely dependent on the successful operations of the mines. Take the conditions two years later, and what do we find? We find that the value of the ores shipped from these mines had dropped from \$5,000,000 to \$1,154,000. We find that the population of 20,000 people that were being supported by these mines had dwindled to some 10,000 people, and that number to-day is greatly decreasing. We find that the 2,500 men who were employed in 1900, when conditions were favourable, are reduced to 500 men, and consequently, instead of having 2,500 men working in our silver-lead mines, as in 1900, we have 500 men. Instead of having \$2,750,000 expenditure in the shape of wages, we have now only about \$500,000. You will readily see, Mr. Speaker, the great necessity there is for something being done to help this industry. It is an industry which is not only of great value to my district, but it is an industry which is of interest to all of British Columbia, to the Northwest, Manitoba, aye and to Eastern Canada as well. If I were urging something that was only local in its character, I would not have such a strong case in coming to this House and to the Government to ask for assistance. But, Sir, this is an industry which concerns the whole of Canada, and in which all Canada has deep concern.

Now, Sir, this falling off in the production of the mines is not due in any sense to the fact that the mines have petered out. The silver-lead mines of the Slokan and of the East Kootenay are in a more advanced stage of development to-day than they have been in any period in the history of lead mining in British Columbia. They have ore in great quantity, and the ore is just as valuable as ever it was. It has been suggested by some that the falling off might be attributed to exorbitant freight charges on railways and exorbitant treatment charges by the smelters, but I can assure the House that such is not the case. The mines are as productive as ever; the ore is there to be taken out, and the railways and smelters have made