

Creek (Upper), Conklin Gulch, Stouts Gulch, Steven's, Begg's and California Creeks—desultory mining. LIGHTNING CREEK Division: Lightning Creek, Last Chance Creek, Van Winkle Creek, Chisholm Creek, Davis Creek, Ruchon Creek, Slough Creek and Devil's Canon, Nelson Creek, Burn's Creek, Peter's and Campbell's Creeks, Swift River and Fountain Creek, Deadwood and Barry Creeks, Cottonwood and Lower Lightning Creek—desultory mining. KEITHLEY CREEK Division: Keithley Creek, Shoeshoe Creek, Harvey Creek, North Fork, Quesnelle River, Spanish Creek, South Fork, Quesnelle River, Cedar Creek, Horsefly River, Quesnelle River (from Forks 40 miles down), Fraser River (from 6 miles below Quesnelle down to Williams Lake). QUESNELLEMOUTH Division: Fraser River (commencing 6 miles below Quesnelle and 30 miles up the River), Cottonwood River (from Bridge to Fraser River), Quesnelle River (from mouth 20 miles up) Hixon Creek.

CASSIAR—Laketown Division: Dease Creek, Thibet Creek, Defot Creek—desultory mining. McDame Creek Division: McDame Creek, Snow Creek, Quartz Creek, Rosella Creek, Poor Man's Creek, Dennis Creek, Deloie River.

LILLOOET—Fraser River (from Foster's Bar to mouth of Chilcotin River, including Bridge River).

YALE—Desultory mining on bars and benches of Fraser and Thompson Rivers.

KOOTENAY—Wild Horse Creek, Moyea River and tributaries, Palmer's Bar, Bull River, Canon Creek, Quartz Creek, Dutch Creek, Finlay Creek, Quartz Claims, Kicking Horse Section, Quartz Creek, Kootenay Lake.

OMINECA—Manson and other Creeks.

SKENA—Lorne Creek.

In other words, of a total number of 1,900 people employed in these mines, no less than 1,366 were Chinamen; so that if at any time they chose to show a hostile or revengeful spirit towards the whites, they outnumbered them three to one, and they might create a large amount of trouble, which it would be difficult to allay in those places. Now, as already stated, the Chinese come principally from Hong Kong, but there are other ports from which, if they do not come directly, they come by way of Hong Kong, and ship from there. It is easy to imagine, with a mail steamer plying between San Francisco and Victoria, which now runs every five or six days, between the months of April and November, vessels of from 1,800 to 2,200 tons—that even under the provisions of this Act they can and probably will bring in at least forty Chinamen per trip every five days. Now, taking into consideration the fact that prohibitory legislation is in force in the United States, it is reasonable to infer that those Chinamen, particularly in the State of California, will be very prone to find their way to the ports of British Columbia, and scatter themselves through the various districts of that Province. By the vessels I have mentioned there would be forty coming in every five days, which would be 240 a month, or something like 3,000 a year, from that source alone. But that is not the only source from which they could come. We have a steamer running between Portland and Victoria every fortnight or three weeks, and it is quite possible that even in that steamer, which is one of not more than 800 tons, a certain number would come from that particular direction. Then there are daily steamers of from 450 to 550 tons from Puget Sound, and each and every one will bring in some Chinamen, notwithstanding the restrictions of this Bill. Last, but not least, we have to guard against the wholesale importation from the Chinese ports direct, that is, in vessels which do not come for the sake of the freight on their cargoes, except their live cargoes of Chinamen. They come with the distinct knowledge that they will get so much per head for the passage money of so many Chinese coolies, or, in a more refined form, it is a species of slave traffic. They are sent from Hong Kong, Shanghai, or Canton, as the case may be, to the ports of British Columbia, and then distributed through the Province. There is also the fear that some may elect to go to California, and thus cause trouble between Canada and the United States. These have been known to come at the rate of from 650 to 800 in a vessel, and as many as ten vessels in two months. Now, I do not apprehend that they will come in as large numbers as that in future, because there will not be the supply of that class of immigrants, unless there is a demand or occupation for them. At the present time, I am happy to state the British Columbia

section of the Canadian Pacific Railway is about completed, and the graving dock is also well under way. Both of these works have as many Chinamen employed as will be required for their completion, and if not there are many available from those already there, so that I think that we may fairly let the future, as regards contractors and their requirements in the matter of a Chinese working population, take care of itself. To show you how easy it is to have a large influx of Chinese population in British Columbia, I have only to mention the fact that these vessels that I have more recently referred to—sailing vessels, bringing almost exclusively live freights of Chinamen, can certainly make that passage in forty-two days from Hong Kong to Victoria. Now, with all these Chinese ports and other ports in such close proximity to British Columbia, it is much more probable, not only from the experience of the past, but from what we may reasonably apprehend in the future, that Chinese immigration will be, if not exclusively, almost entirely, directed to the Province of British Columbia, and that the rest of the Dominion will not feel tangibly that evil of which we so bitterly complain. Therefore, I think that inasmuch as this House has not only to legislate for individual Provinces, but that we are sent here to do the best in our humble endeavors for the benefit of the Dominion as a whole, it is clearly our duty to seriously take into consideration the representations which have been made by the members who represent that Province in this House, and give them, unless we see very good reasons why we should not, that which they so earnestly desire. Now, it will be a matter of some interest to this House to know that Shanghai is 5,220 miles from Victoria; Hong Kong, 5,760 miles; Canton, 5,880; Yokohama, Japan, 4,200; Hacadadie, Japan, 3,900; Auckland, New Zealand, 6,120; Sydney, Australia, 6,780; Melbourne, Australia, 7,260; Port Elizabeth, Australia, *via* Cape Horn, 10,860; Honolulu, Sandwich Islands, 2,340; Valparaiso, South Pacific, 5,880; Coquimbo, 5,760; and Iquiqui, 5,340. These are the shortest distances, being calculated on the arc of a great circle, which any mariners there may be in this House will know are the shortest distances upon which any vessel can sail. So that even with these distances between said places the Chinese ports are farther from British Columbia than British Columbia is from the capital of this Dominion, and still that Province is sufficiently well known to John Chinaman to induce him to come over those long sea voyages of close on 6,000 miles to reach it. Now, it is not my intention to detain the House any longer upon these resolutions, as I have claimed the clemency of this House for a sufficient period. I shall not, therefore, inflict the House with any more extracts, although I have lots of them here, much as I would like to place them on record, by handing them to *Hansard* for insertion, so that my constituents might read them. We are at present, as I understand, simply debating the expediency of the resolutions before the House; the first is:

"That it is expedient to impose an entry fee or duty of \$50 on every person of Chinese origin entering Canada."

That resolution I can heartily support. I would not like to see more than \$50 imposed upon them, because I do not think it is expedient to make the monetary fine any heavier for the Province of British Columbia or the Dominion of Canada than that imposed by the colonies of Victoria and New South Wales. But with regard to the second resolution:

"That no vessel carrying Chinese immigrants to any port in Canada shall have more than one such immigrant for every 50 tons of its tonnage."

I think it would meet with greater favor in British Columbia if we made it one for every 100 tons. I have endeavored to show the large numbers that will come in, notwithstanding the restrictive legislation, and I think, owing to the number of sources from which they can be imported, that we should make this resolution a little more restrictive, and