

speaking on a previous motion, he saw fit to twit the Government with suddenly taking an interest in the St. Andrew's Rapids near Winnipeg, and the insinuation that it was on account of the approaching elections. I would like to know what his motive is for now taking such an interest in British Columbia. He (Mr. Martin) has had several motions on the paper dealing with matters from the north of British Columbia to the south, and I perhaps might be allowed to say that possibly the proximity of the elections has something to do with that also. The hon. gentleman (Mr. Martin) has stated very truthfully that the British Columbia Southern Railway is a road that in the interest of the country should be built and should be subsidized. The coal fields in that neighbourhood, I firmly believe, are the most valuable on the continent of America. This may be considered pretty tall talk, but it is borne out by the reports of all the engineers who have been on the ground and examined these coal beds. There are, as the member for Winnipeg (Mr. Martin) has stated, magnificent seams of semi-anthracite as well as of bituminous and cannel coal. Thirty feet, twenty feet, and six feet, and so on, lying layer upon layer, or rather in mining phraseology, seam upon seam, to the extent of 148 feet of coal. This coal is known to extend at least over 250,000 acres of land. Now, the British Columbia Southern Railway Company have a charter from the British Columbia government, from the Crows' Nest Pass to the Kootenay Lakes. That Company has, for years past, been doing their utmost to obtain capital to build that road and develop these mines. They have spent up to the present time, so I am informed, over \$100,000 in surveys, and in prospecting these mines. They have had the very best brokers and financial men engaged in London and elsewhere to try and float the bonds of this company, but, owing to the great financial stress which has prevailed during the last few years, it has been found impossible for them to obtain the necessary funds to carry out this great work. The British Columbia Government, during the present session of the legislature, now sitting, has seen fit to give the company a further extension of two years to begin work, knowing full well that the company were using their utmost endeavours to get the road built. The Dominion Government has granted a subsidy for thirty-eight miles of that road, and, to the hon. member for Winnipeg (Mr. Martin) who said that the Government were holding that Pass so that no other road could get in there, I may say that the Minister of Railways sent an engineer to examine that Pass. There was some trouble between the Canadian Pacific Railway and the British Columbia road, but the engineer found that there was plenty of room for four railroads, in the very narrowest place in that pass. Therefore, it is not exactly right to say that the British Colum-

bia Railway Company, or the Canadian Pacific Railway Company is keeping out other roads. There is plenty of room for three or four railroads there. Now, with regard to American capital. I may tell the hon. gentleman that I know for a fact that there has been an effort to get American capital, and that these bonds have been offered to Americans. American engineers have been in to survey the ground, and to examine the coal fields, but I am sorry to say that up to the present time, neither English capital nor American capital has been found ready to invest in that road. There is no doubt about the value of the road when it is built; there is no doubt about the value of the coal fields when they are developed; and above and beyond all, there is no doubt about the immense benefit the completion of that road would be to the Kootenay country. As the member for Winnipeg (Mr. Martin) has said, at the present time, the coke which is needed for the smelters—and there will be a largely increased demand soon—costs \$14 per ton. If that road were built, with the immense development of coal resources and the facilities for obtaining that coal, coke could be obtained immensely cheaper. I may tell the House that this road can be run right alongside these large seams, and that the coal can be dumped out of the seam into the cars. There is no drainage needed, and little or no expense for ventilation, as these coal seams are on the hillside and run right through the mountain. I believe that the coal could be carried from the Crows' Nest Pass, or within a few miles of it, right to the heart of the gold and silver mining district of Kootenay, and the coke supplied there for \$6 per ton. Hon. gentlemen can see what a tremendous advantage that would be to the smelters, and to the mining community at large. I was very glad, indeed, to hear the hon. gentleman (Mr. Martin) say that he considers that this railroad is one of the railroads in Canada that ought to be subsidized. I may say that the British Columbia members have for the last four or five years impressed upon the Government the necessity of subsidizing that road, and I am very glad to be able to say, also, that the session before last, we got a subsidy for thirty-eight miles. I am sorry, however, that the Government saw fit at that time to impose a certain condition with regard to that subsidy. That was, that if the British Columbia Southern Railway built that line, that for five years afterwards the Canadian Pacific Railway should have the chance of taking the road over at actual cost. That I did not think right, and I do not think it is right yet, because it is very hard, indeed, to get capitalists to invest money in a project when there is any condition of that sort imposed. However, if we cannot do any better than that, I am sure the people of British Columbia would be delighted to see that road built, whether it was built by the Canadian Pacific Railway