

the Canadian Pacific Railway cut the rate from Edmonton (which is the principal grain shipping point) to Nelson to 35 cents per 100.

Mark you, he says, that even with the duty they were not able to compete with those men below the boundary; how then will they compete when we have added to the facilities for coming in from the country below the line? The hon. gentleman goes on:

With the duty in our favour this enabled us to compete with the Spokane 25 cent rate to certain Kootenay points most conveniently situated for us, and less conveniently placed for them. But had it not been for the high duties we evidently could not have competed, except at very much lower price for produce at the point of production on our side of the line, as compared with the price on their side.

Why? Because the farmers of Idaho, Washington, and Oregon—because the fruit-growers of Washington and other districts—because the canners south of the boundary, were nearer to the Boundary Creek country. And we are asked to increase the advantages of those competitors, already so successful:

When the Crow's Nest Pass Railway is completed the difference in haul will be 150 miles from Spokane to Nelson, against 600 miles from Edmonton to Nelson.

There is a difference of 450 miles in favour of those competitors, and yet you are going to aid them still further to compete against our own people. He goes on to argue:

The question is not one merely of a cent higher or lower, but possibly involves, in the last resort, getting down to the bare cost of hauling in order to hold the trade for our own country.

The point has been made that this line is not really the Northern Pacific at all, that it is not really Mr. Corbin you are dealing with but the Grand Trunk Railway. Sir, the Grand Trunk Railway is a Canadian line just as surely as the Canadian Pacific Railway. But what came out in the committee? When it was asked how it was the eastern shippers supplied the shopkeepers in the various little towns with goods, we were told that the customers of Canadian shippers who wrote to Canadian firms asking them to send on certain goods were supplied not from Canada but Chicago. The Canadian shippers, instead of sending on the goods from Canada, wrote to their agents or principals in Chicago and elsewhere, and American goods were sent west.

Mr. WOOD (Hamilton). Only such goods as were not manufactured in Canada at all, and the Canadians got the trade.

Mr. DAVIN. But supposing they were the same class of goods, does my hon. friend mean to say that if he had a means of getting goods in St. Paul as in Montreal, he would not prefer to telegraph to St. Paul and have the goods supplied from these,

and get the rake-off, than ship from Montreal and pay the extra freight?

Mr. WOOD (Hamilton). That does not come into the question at all.

Mr. DAVIN. I want to show my hon. friend what is the character of the country that we will have to compete against. I have in my hand the Encyclopedia Britannica, and this is how it describes the very country south of the border, immediately south of that part of British Columbia which this Kettle River Valley Railway will tap. This Kettle River Railway is an American road, serving American territory, that just dips in and puts its hand into the wealth of Canada to haul it out to what is the main part of its line.

The principal tributaries of the Columbia within the territory are Clark's Fork, the outlet of Lake Pend d'Oreille, an unnavigable stream flowing through a deep cañon, which enters the Columbia just above the northern boundary of the territory. The Spokane River, one of the most important tributaries, is the outlet of Lake Cœur d'Alene, which drains a large extent of the Bitter Root Mountains. The Spokane, from the lake to Spokane Falls, a distance of about 30 miles, flows just below the level of a lovely prairie country.

Such as we have in the North-west, in Alberta and in western and eastern Assiniboia.

At the falls the river takes a plunge of 156 feet, and from there to the Columbia it flows through a deep cañon. These falls of the Spokane furnish one of the finest, most accessible, and most easily controlled water-powers in the world, and already they have been utilized to a considerable extent for manufacturing purposes. The Okinakane is the next important tributary; it rises in British Columbia, and flows southward from Lakes Okinakane and Owoyoos, and enters the territory in 119 degrees and 30 minutes W. longitude.

I call attention to this:

Its course lies through a rich and inviting country.

According to that, our friends below the line have a rich and inviting country, just contiguous to the boundary, and we rejoice to know it. But if we are to carry out the policy which is dear to the heart of Canada, the policy of the Canadian Liberal-Conservative party, and which I thought hon. gentlemen opposite had taken up in imitation of us, if we are to pursue the policy of Canada for the Canadians, of keeping our own wealth within our borders and not doing, as we did in the past, scatter with a lavish hand the wealth of Canada to enrich aliens and foreigners, we will not invite the farmers of that rich country to compete with our farmers in Assiniboia, Alberta, and elsewhere. Turning to Idaho, which is one of the points served by this company, I find it thus described:

Fruit Acreage.—In April the state horticultural inspector reported that about 20,000 acres in