

grade; the ores are said to be most excellent for matting and smelting purposes, as they carry their own flux.

The territory in which the gold-bearing rock is found here, is without doubt far larger than the South African.

All the materials for mining and smelting purposes, as timber, coal, lime, water, &c., are plentiful and close at hand. Power to great amounts can be generated almost everywhere from the swift mountain streams. The climate is, all the year round, mild and agreeable; winter does not set in until late in the year, and, although there is almost continuous snowfall, the winters are not cold, except for a short period in January.

Farming is possible in all the valleys; large agricultural districts in the state of Washington and the Canadian province of Alberta are close at hand to furnish food enough for millions of people who will some time need their products.

The district will soon be traversed by several railroads, and every mining camp that will warrant it, will be tapped by them.

Mr. HUGHES. I would like to ask the hon. member for Vancouver (Mr. McInnes), if that refers to the Greenwood district? Does it bear upon the same district that is to be traversed by this railway?

Mr. McINNES. Yes, it deals with this district specifically. I have given the evidence of this eminent mineralogical expert, whose report is corroborated by that of the provincial mineralogist, Mr. Carlyle, and also by the testimony of everybody who has had the privilege of going through that part of the country. There is no doubt that this will be one of the richest portions of the country, and one affording the most permanent basis of industry. Various estimates have been made of the trade which would arise, if the resources of this district were properly developed. We had the pleasure, in the Railway Committee some two weeks ago, of hearing Sir William Van Horne upon this subject, and he ventured the estimate, that in the next ten years, if that country were properly developed, it would give rise to a trade of at least \$100,000,000. Is it in the interest of the country to retain that enormous trade for Canadians? That is the whole issue involved in this Bill. I am pleased to think that it is the policy of this Government to retain the trade of Canada for Canadians. I will again refer to a few remarks made by the Minister of Railways, last session, in connection with this Crow's Nest Pass Railway proposition. On the question of the advisability of developing that country by Canadian railways, so that the trade can be conserved to Canadians, the Minister of Railways, in the same speech from which I have already quoted, says:

It only depends upon that—

That is, railway connection with Canada.

It only depends upon that, and it does seem to me a serious question whether it is not the duty of Parliament to lend every possible aid, without delay, in order that we may come into possession, so far as possible, the exclusive pos-

Mr. McINNES.

session, of this valuable territory. Because the committee must not lose sight of the fact that this important section of country lies immediately adjacent to the boundary of the United States, it is not very far from an extensive trunk line of railway. It will not take many miles of railway to be laid down in order to penetrate into that Boundary Creek section. Now, the people on the southern side of the border are liable to do in respect of that Boundary country what they have almost done in respect of the Kootenay district—they are liable, by building a section of railway into that country, to get possession of it from a business and a trade point of view, and they are liable to divert the trade away from our own country, from the east and from the coast, and carry it to the south of the line.

This was the attitude taken by the Minister of Railways and Canals last session, and the attitude taken by the Government, although I am afraid that in some respects we have reason to believe that it has been departed from by the Minister of Railways and Canals. But I sincerely trust that the Government will remain steadfast to the policy they enunciated last year in connection with the Crow's Nest Pass Railway, and which they have enunciated again this year in connection with the Yukon Bill, to preserve the trade wherever possible for Canada. I continue quoting from the Minister's speech of last session:

To my own personal knowledge, they have been doing this with respect to Kootenay. Why, Mr. Chairman, it is a fact which only requires to be known, I think, to make a grave impression upon the minds of this House and of the public generally, that the people of the United States belonging to the state of Washington, appreciating the advantages of the possession of British Columbia and of the valuable minerals which are there undeveloped, built a railway up into the Kootenay country and got possession of the business and the trade of that country, and have built up the city of Spokane wholly out of the business which has originated in the province of British Columbia. To-day the city of Spokane is a flourishing city of 35,000 people. You go into that city and get into conversation with business men, and they will tell you that the business prosperity and growth of that place from a little village of seven or eight thousand inhabitants a few years ago, has been due to the development which has taken place in British Columbia. These people were there and they took advantage of that trade. I say that it is a matter of considerable importance for the committee to discuss as to whether we will retain possession of this country from a business point of view, or whether we will let the people to the south of us take that trade from under our eyes and become possessed of it in the sense in which the conditions of business will tend to the transfer of that trade in that direction.

That is the position, Mr. Chairman, which I take to-night. Now, I have another quotation to make from this interesting speech, and it bears upon the same subject which I am now considering, that is, the desirability of retaining this trade in this valuable district for our own people. The Minister of Railways and Canals further on made this