

taken away from that mining region to the detriment of the people. I am opposed to this charter and will be opposed to it until it is dealt with finally by this House.

Mr. OLIVER. I would like to relieve the minds of those members who seem to be so greatly concerned about the agricultural interests of Alberta, and the North-west Territories generally, in connection with this Bill. If the great agricultural interests of the North-west are likely to be sacrificed for a twopenny-half-penny-thirty-mile railway, I am going to range myself against that danger. While I believe in railway competition, as does every person in the North-west Territories, neither I nor they are so bigoted in our views that, if railway competition meant injury to us in getting a good market for our agricultural supplies, we would not be in favour of competition. But in this particular case I for one do not see that the building of this 30 miles of railroad will bring destruction upon the agricultural interests of the North-west Territories, and particularly of the district of Alberta. On the contrary, it appears to me that the building of this trifling 30 miles of railroad will, to that extent, benefit the agricultural interests of the Territories by increasing the number of consumers who will buy their products; that is to say, the miners who will be employed in the mines in the Boundary Creek country; which mines will become productive whenever that 30 miles of road is built, which mines are not operated now and probably will not be operated if it is not built. Inasmuch as the completion of this road will increase the number of consumers of the produce of the North-west Territories, I am in favour of its being built, and I do not want to be understood as favouring it for any other reason. Hon. gentlemen who have argued against this road appear to think that if this 30 miles is built the whole of the agricultural products of the United States are going to be pushed into the Boundary Creek country, and that the agricultural products of the North-west Territories are going to be kept out. Why? Hon. gentlemen have never told us why. Is it because the Canadian Pacific Railway, whose cause they are advocating so strongly here, would charge the people of the North-west Territories a higher rate of freight to take food supplies into that country than this vile scoundrel Corbin would charge the people of the United States for taking their products in? Hon. gentlemen would do well to consider that point. If that is their position, I think they are putting up a very poor argument on behalf of the Canadian Pacific Railway. But as it happens, the matter does not rest on that ground. Let me say that as circumstances now exist, it would not necessarily kill our trade if Mr. Corbin carried freight in there for nothing. If he carried all the supplies required in the Boundary Creek country for nothing, and

Mr. SPROULE.

the Canadian Pacific Railway only charged us the rate that they do now to like points, we would still be in a position to supply the food products of the Boundary Creek country; for the reason that the rate of freight at the present time from Edmonton—which is the principal source of food supply for that country—to Arrow Lake points, is 30 cents per 100, and the duty on oats and flour, which are the principal food products imported into that country, is 30 cents per 100; so, if Mr. Corbin carried the freight for nothing, inasmuch as those products would have to pay as much duty as the Canadian Pacific Railway now charge in freight, we would still be at no disadvantage as compared with the producers of the United States. That is a fact which does not seem to have come to the knowledge of hon. gentlemen who have seen such dire catastrophe threatening from the construction of this road.

Then, it may be asked, Why, in particular, should the people of the Territories desire to have this road built? For the reason already alluded to, that by the building of this road the Boundary Creek mining country, which is acknowledged on all hands to be a good mining country and capable of very large development under certain conditions, would be developed. Those conditions would be met by the construction of this road, that development would take place, and we would be able to sell many thousands of bushels of grain and many thousands of sacks of flour which we do not now sell, and which we cannot in the nature of things expect to sell unless that development does take place. Hon. gentlemen have said that this road is going to carry the ores of Boundary Creek to the States to be smelted there, and that means the employment of American capital and American labour in smelting those ores. Let me put the matter this way: These ores will not be carried to the States to be smelted unless the circumstances are such that they have to be carried there to be smelted. Then if they have to be carried there in order to be smelted, I say it is in the interests of the food producers of the North-west Territories to have them carried there rather than that these mines should not be developed, and that miners should not be employed in producing that ore. Hon. gentlemen who are so much interested in the prosperity of the Canadian smelting industry seem to forget that in demanding that the Canadian smelting industry shall be made to pay at any cost, they are demanding that it be made to pay at the expense of the mines; and if the ore is of low grade, there is a possibility that the mines cannot stand the expense and will not be worked. Therefore, when hon. gentlemen rest their case so strongly on the necessity of compelling the smelting of ores in Canada, they are possibly doing the very thing that they declare themselves against doing, that is to say,