

struct a line from Lethbridge through the Crow's Nest Pass into the Kootenay mining district. That district consists of two portions—eastern and western—both of which are very rich in minerals. However, the Canadian Pacific Railway, up to date, has done nothing. Probably, there is not room in some portions of the pass for more than one railway, and, therefore, a charter in that particular part of Canada becomes practically a monopoly, because it gives the pass to one company and prevents two charters being given for lines through that pass. The great development of mining which has occurred during the past year or two years in the Kootenay district, has brought this matter especially to the attention of that portion of British Columbia, for this reason: It is most desirable that the ore in which this district is so rich should be smelted upon the spot, and for that purpose it is necessary to get coal, and it is stated, that Crow's Nest Pass through the Rockies is very rich indeed in coal. In proof of that statement, let me read from an official pamphlet issued by the Immigration Department, with the approval of Her Majesty's Secretary of State for the Colonies, dated January, 1896, in which there is the following:—

Near Crow's Nest Pass coal beds of immense thickness (one seam thirty feet) extend a distance of about thirty miles, of superior quality, and producing coke (fifteen cannel coal seams). At the Kootenay mines coke now costs \$14 per ton, but when the projected British Columbia Southern Railway is built it is expected that better coke from the Crow's Nest collieries can be supplied in the Kootenay mining district at about one-half of the present prices. The smelters at work now in the Kootenay are greatly hampered on account of the high price of coke—one at Pilot Bay is using thirty tons per day. From this smelter, which only commenced its operations 9th March, 1895, the bullion shipped to the United States up to 30th June this year amounted to 1,301 tons.

In view of that fact, it seems to me, that it is about time this Government should let it be known that the franchise for building a railway through Crow's Nest Pass is open to public competition, that is to say, that the determination expressed some years ago, that the Government were prepared to give the franchise as a matter of preference to the Canadian Pacific Railway, should be terminated. I am not particularly finding fault with the Canadian Pacific Railway on this matter. Probably, it is not so much their fault that the railway has not been built, as the dull times; it is quite probable that the company have been unable to negotiate the necessary loans to build this road, but I do not think it is of any special importance to Canada, or to that district which is more particularly interested, that the Canadian Pacific Railway should build the line. I understand, that a great deal of capital has been invested in the Kootenay district, that some of the most wealthy men in the United States have taken an interest

Mr. MARTIN.

in it; in fact, I am sorry to learn, that the development of the district has been more by means of American capital than by Canadian or old country capital. This probably arises from the fact, that the Americans understand that country better than other people, and also that there are a large number of men in the United States who understand mining and are prepared to risk their money in it, when they see they have a country that is worth developing. At all events, it is a fact, and the hon. member for Yale (Mr. Mara) will support me, that, at all events, a very large proportion of the development of the Kootenay mines has been carried out at the instance and on behalf of American capitalists. It will be evident, from the facts, as stated, and which are no doubt accurate, that it would be an immense advantage to smelting in the district if the American capitalists took hold of the road and built it, and they would probably do so were it not for the position in which the British Columbia Southern Railway has been placed since its charter was practically held up by the announcement from the Government, that they would hold the Crow's Nest Pass for a reasonable time for the Canadian Pacific Railway. I am not altogether finding fault with that determination on the part of the Government, but I desire to call their attention, and the attention of the House, to the fact, that the time has come when that reservation for the Canadian Pacific Railway should be withdrawn. The Government have bonused a portion of the line; the bonus is not given to any company particularly, but it is for a line from one point to another, extending over thirty or forty miles. I do not know if the Government are going to bonus railways again, but there is no more legitimate place to give a reasonable bonus than to a railway through Crow's Nest Pass into the Kootenay district, for the purpose of showing an interest on the part of the Government in the mining development, which is only commencing in that country, which is likely to spread very much indeed, and which is very much hampered indeed by the fact of very inadequate railway accommodation, and for the purpose of reducing the cost of coke, which is at present very great. If the cost of coke can be reduced from \$14 to \$7 per ton, the advantage of having ores smelted in our country, instead of sending them over to the United States, is one which the Government can very fairly take into consideration. I fancy the rest of Canada would be very glad to support a bonus to a railway for such a laudable purpose as to promote the development of the tremendous mineral resources which are believed—and believed with good foundation—to exist both in East and West Kootenay.

Mr. PRIOR. Mr. Speaker, when the hon. member for Winnipeg (Mr. Martin) was