

taken the pontoons of the hydroplane, fitted them with skis and will—beginning next week—make the trip over the snow. This hydroplane of theirs will carry 1,500 pounds of supplies, so that we can expect a great deal of development in that region. I am particularly interested in this matter because in that district are located the great coal deposits of the Groundhog country. There is an unlimited field of semi-anthracite coal that should prove a tremendous asset to western Canada. We have to-day, as it were, a river of money flowing out of Canada for the purchase of oil. Canada is not an oil-producing country, and we should make every effort to see that we burn just as little oil as possible and as much coal as we can in public utilities. We have steamboats plying on the Pacific and most of the railway trains are burning oil. This is not as it should be. Now, in developing our own coal mines we are only developing Canada. We are providing labour for our own people, providing a market for our own producers, and providing tonnage for our own railroads.

In this district of Skeena alone I am sure that the natural resources are of such a magnitude that they would be sufficient to discharge our national debt. In the mining locality of Stewart we have a gold mine known as the Premier, which in my opinion is the richest mine of its kind on the American continent. Last year it paid a dividend of three million dollars. In the same locality of Stewart there are a great many valuable mining properties; and the same can be said of Alice Arm, Anyox, and Surf Inlet. At Anyox one of the greatest industries of this country is in steady and continuous operation. The town of Smithers has blossomed out as a new mining centre, and excellent mines have been developed there. In far-off Atlin the miners are still carrying on the operations that have not ceased since the days of the early Klondike rush. At Telkwa we have coal mines, and at Ocean Falls there is located one of the greatest and best pulp and paper plants to be found anywhere in Canada; while a magnificent pulp mill is in operation at Swanson Bay.

The development of these resources is being carried on in spite of the difficulties confronting the country. In my own home town of Prince Rupert I am delighted to tell you, Mr. Speaker, that last year we produced and shipped 26,000,000 pounds of halibut. Eleven hundred refrigerator cars were required to convey it to the eastern market, and each car earned approximately \$1,000. The fishing industry of the Maritime provinces was touched upon by the hon. member for Lunenburg

(Mr. Duff) yesterday, and the same disabilities that he complains of are also troubling our fishing industry in Prince Rupert. Recently the American tariff has imposed a duty of two cents a pound upon our halibut. This is not the time nor place to discuss this matter, but I hope that steps are being taken by the government to remove this disability.

Allow me to say a word to the western Progressives and the growers of grain on the prairies. Complaint has been made that the benefits which accrued from the restoration of the Crow'snest pass agreement have been largely nullified by the action of an alleged combine of shipping interests on the lakes. I would say to the grain growers of the West that I believe they have right now a remedy in their own hands to meet that handicap. If you will ship your grain through the port of Prince Rupert you will find that no combine exists there; you will find that you can ship your cars right on to the wharf instead of their being stopped twenty-five miles from tide water and transferred to another railroad; you will not have to pay tolls to cross any bridge; you will not be called upon to again transfer your cars to a third railroad and be subject to switching charges; and moreover there will be no danger of your wheat being mixed with inferior grades. We have heard something recently in regard to the adulteration of western wheat when it gets into New York city. Let me assure you that when your No. 1 hard is shipped from Prince Rupert it will still be No. 1 hard when it reaches the foreign market for which it is destined.

But you may ask: What port facilities have you got? We have at present the most up-to-date ocean-going freight warehouse on the Pacific coast. Not in Los Angeles, nor in San Francisco, nor in Seattle, nor in Vancouver is there such an up-to-date warehouse as we possess to-day. This warehouse is 800 feet long by 200 feet wide and is equipped with the most modern machinery. If your wheat is in sacks, we can handle it more expeditiously than any other port in Canada. If it is in bulk, our facilities can take just as good care of it as those of any other port in the Dominion. And the Canadian Government Merchant Marine would be glad of your business. Further, when your wheat is taken by the Canadian Government Merchant Marine, or by any other shipping organization, you will not be subject to any pilotage charges from Prince Rupert, for there is no dangerous entrance to be navigated, and it follows that no high rate of insurance is charged. Let me add that if you give your business to the port of Prince Rupert, and if the present