

therefore, sprung up in the Boundary Creek Valley three little villages, Greenwood City, Anacanda and Boundary Falls, of which each calls itself the most advantageous, and, therefore, the place of the future; but, as they are all close together, and the valley narrow, the supposition seems but natural that the whole valley will be, some time, one continuous line of city life for several miles."

Now, I want the committee to understand the value of this report; there is the information of an independent authority, there is the opinion of a man who had no interest whatever in exaggerating the favourable conditions which exist in that country. He was making a report for the information alone of his own government; and we find here that he makes a statement after having looked the ground over, and with the knowledge which he has of the effect of mineral development in other portions of the world, that the supposition is but natural that the whole valley of Boundary Creek will be some time one continuous line of city life. Well, now, what does such an ultimate accomplishment depend upon? Why, it depends solely upon there being transportation facilities afforded, and railway construction, and means by which the people who are willing to go in and develop that country may get in supplies, and fuel, and carry the products of their mines out of the country. 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 possession, 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. 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.

The Minister of Railways and Canals proceeds to quote further, as follows:—

In a general way this German official concludes his survey of the situation in these words, and I think it will be of interest to the committee if I should read the closing observations of this gentleman upon this subject. He says:

"What the result of these rich and seemingly unlimited mineral deposits will be on the country in which they are found to-day, seems beyond conception."

I invite the attention of hon. gentlemen of this House to the importance of this statement. There is the testimony of an outside authority; it is not the testimony of a man who is looking for a railway subsidy, and who is probably under an impulse to colour the information which he furnishes. There is a competent and independent authority, to which we should attach importance. He says:

Then the hon. Minister continues to quote the report, as follows:—

"Experts who have seen—

The MINISTER OF RAILWAYS AND CANALS. I did not say that.

Mr. McINNES. This is Hans Geise's report. But I suppose there is a typographical error; it should be "Experts."

"Experts who have seen the South African and West Australian gold fields, are unanimous in their opinion, that the British Columbia mineral fields rank well with either of them, and, all circumstances considered, it seems superior to both. In South Africa, the gold-bearing rock is the bed of an old lake about 65 miles long and 35 miles wide, and the conglomerative rock in which the gold appears, varies in width from 3 to 100 feet. Only the bodies of smaller and medium width contain enough gold to be worth working. The average value of the ore is only \$10. The country is dry and inhospitable, and the lumber for timbering the mines is lacking entirely.

Mr. CHOQUETTE. I rise to a point of order, Mr. Chairman. I would like to know if it is in order for the hon. Minister of Railways and the hon. member for Bellechasse (Mr. Talbot) to interrupt the hon. member (Mr. McInnes).

Mr. DEPUTY SPEAKER. I did not hear any interruptions, and so I think the point of order is not well taken.

Mr. McINNES. I thank the hon. gentleman (Mr. Choquette) for giving me protection.

The West Australian mines may be very rich, but the conditions of the country are still more unfavourable; timber and water are lacking absolutely. To-day they are facing there a proposition to lift water 2,500 feet and to carry it over a desert country 225 miles. Besides this, the ore is said to be low grade. The British Columbia mining district has enormous bodies of high-grade ore, and still farther greater ones of low