

a point on the Lynn Canal, Pyramid harbour, without a subsidy, and reserve our financial force until we are better informed. Three hundred miles of railway will place our joint trade on the main Yukon from that point, and the value of that route is sufficient to attract capital without any assistance. Of the 300 miles, 290 passes through Canadian territory, and it will prove the speediest way of developing it under present circumstances, but as the largest share of the coast trade would be American, it would be unnecessary for us to subsidize it. I think I have made out a case for the information of the government. The object I have in view is to suggest to the government that they should try and make it as easy as possible for the miners of that country. I do not know who they are, but humanity demands that we should be as generous in our ideas towards the United States miner as the Canadian miner in the difficulties they have to contend with in that north-west country, and that we should, in addition, jointly with the United States, endeavour to make the road as easy as possible, not only in the interests of humanity, but also in the interests of the trade that can be developed on both sides of the boundary line; and, therefore, I think an arrangement could be made by which equal advantages could be accorded to the citizens of both countries in regard to miners' licenses and transportation. It need not interfere necessarily with the general mining act of the people of the United States. We have a mining act designed for the Yukon district, and if the United States were to pass an act specially designed for the Alaska district, they could easily legislate giving equal advantages to the miners of both countries, and both countries would work shoulder to shoulder and develop that country for their own individual benefit and for the benefit of Canada and the United States in the north-west part of this continent, within their respective bounds.

Hon. Mr. MILLS—I do not know whether my hon. friend looks for a reply to his speech. In reply to his question I would say that it is not the intention of the Minister of Trade and Commerce to go to Washington to facilitate international arrangements.

Hon. Mr. MACDONALD (B.C.)—Hear, hear. They are there too often.

Hon. Mr. MILLS—Whether those arrangements would be beneficial to both countries I am not prepared to say at the present time. My hon. friend has alluded to the bill pending before Congress and which has been adopted by the Senate of the United States. That bill legislates, as far as it goes, in many respects in a manner inconsistent with our undoubted rights. I do not think the Senate proposed that bill with the expectation that it would become law, but with the idea that it might interfere with the financial arrangements of the gentlemen who have the contract with the Canadian government subject to the approval of parliament, and it may be for the purpose of furthering the interests of those who want to construct railways by Dyea and Skagway, which my hon. friend seems to favour.

Hon. Mr. BOULTON—Hear, hear.

Hon. Mr. MILLS—My hon. friend says hear, hear. I am not in favour of constructing a railway into territories that are the property of Canada through United States territory that may at any moment be controlled by the United States and closed to the people of Canada. My hon. friend knows right well that the people of this country, while the United States had a canal connecting the waters of Lake Superior and Lake Huron, nevertheless felt it was in the interests of Canada, not simply for commerce, but for paramount political considerations, to construct a canal at Sault Ste. Marie and not to put it in the power of the United States government, when any notion seized them, to embarrass this country in maintaining its rights to territories beyond the waters of Lake Huron. Now, there was infinitely less necessity for that work, on political grounds, than there has been for the establishment of a Canadian line of communication between the settled portions of this country and that territory in which gold has been discovered, and which we trust will at an early date become a settled portion of the territories of Canada. It would be manifestly inconvenient on my part to undertake to discuss a question that is inseparably associated with that enterprise of connecting the North-west Territories and the