

any way under our control, will come up to the boundary line, and will build up on the southern side of the line cities which will take away a large volume of trade from our own cities near the Boundary Creek country. It is a very important matter and one which my hon. friends ought to take into consideration when voting on this question, because we have found in British Columbia, and especially in the Kootenay mining district, that where we have had competition between railways we have been able to build up cities that are making rapid and continuous growth, while those towns which have not had competing railways have not advanced to anything like the same extent. The hon. member for Vancouver (Mr. McInnes) in speaking on this question quoted figures from the customs returns respecting Nelson and Rossland, and the returns for those two ports showed a considerable increase. I presume in quoting those figures the hon. gentleman wanted the House to accept the view that the whole of this trade was due to the fact that a line ran into Nelson and Rossland from the south, but it must be remembered that the Canadian Pacific Railway is ready to handle freight from the United States as well as from any part of Canada, and that company is always trying to extend its branches into the United States in order to draw trade from that country to Canada as much as possible. Only the other day when I was looking through a newspaper I found a paragraph showing that that company are now making arrangements for the construction of a line which will run from Portland to Vancouver, and allow the company to get down to cities on the Pacific Coast and tap the Southern Pacific and Union Pacific, and thus place the Canadian Pacific Railway in a position to take hold of trade coming from San Francisco and points to the south, which they have not been in a position to secure heretofore. Now, I do not at all blame the Canadian Pacific Railway for pushing their business in this sort of way, but when they are trying to extend their railway in every possible way into the United States, they should not in my opinion put up such a fight against this Kettle River Valley Railway because it comes from the United States into a part of Canada, in respect to which they desire to keep the whole trade for themselves. The hon. member for Vancouver Island (Mr. McInnes) contended, that the boards of trade and the people on the Pacific Coast knew better what was good for the people in the Boundary Creek district than did these people themselves who have been investing their money to develop that country. Hon. gentlemen will probably remember that last year we had before the House two railway charters for lines to go through this Boundary Creek country; one of these, the Columbia and Western, was in the hands of a gentleman who has lately sold it out to the Canadian

Mr. BOSTOCK.

Pacific Railway, and the other was the Vancouver, Victoria and Eastern, which my hon. friend from Vancouver (Mr. McInnes) says is going to bring the trade of that country down to the coast and benefit the coast cities. At that time there was a fight between the promoters of these two Bills, and so this Boundary Creek country was deprived of the very requisite railway facilities which they desired to get in order to develop their territory. The people of this particular part of the province of British Columbia are not opposed to any of these different railway charters, but they desire to see a railway into that country which will help them to open up their mines and realize on the money which they have invested there. They know they cannot develop the country any more than they have done at the present time, until they get this railway transportation, and they also know that they have a very rich mineral country which as soon as they get a railway in there will supply sufficient ore, and will support a sufficiently large population, enable not only one, but two, and possibly three railways to do a profitable business in that region.

It being Six o'clock, the Speaker left the Chair.

After Recess.

Mr. BOSTOCK. Mr. Chairman, when the House rose at six o'clock, I was trying to bring before the committee the reasons why this Bill should be allowed to pass. I desire to refer to a few more of the points that were made by the hon. member for Vancouver (Mr. McInnes) this afternoon. He would give you the idea that the towns in the Boundary Creek country are small towns, which are not to be very much considered owing to their being very largely composed of Americans. But, as I stated in the Railway Committee, there are in that Boundary Creek country a larger percentage of British subjects than in any other part of the mining districts of British Columbia, and the towns that have been built up in the Boundary Creek country have been for the greater part started either by Canadians or by Englishmen who have been in the country a long time, and have invested a considerable amount of money there. I was trying to show that these people are very anxious to get railway communication in there, and they were very bitterly disappointed last year that they were not able to get a railway started, in consequence of the fight that occurred in the Railway Committee between the Columbia and Western and the Victoria, Vancouver and Eastern people. Now we have the gentlemen who were supporting the Victoria, Vancouver and Eastern coming forward and opposing the granting of this charter; and I understand from what was said by the hon. mem-