

and pursue its way there. What is the objection to that? If in the committee we were not given any satisfactory testimony at all, why should we not tell the government, which has to take its duties and responsibilities, that it must get full information on that point, and then if engineering difficulties can only be reasonably overcome by diversion to the south of the line, let the government authorize that diversion. But there is another point. It is stated—I am not going to say how true that is—that the intention is to divert the line and by that means divert the traffic of that Similkameen country to the southern roads south of the boundary and consequently on to the smelters and the American coast trading cities. That is stated. It is stated on the other hand that that is not intended. Well, one statement is as good as another. If it be best that the company should build on our own ground, either insert that provision in the Act or let the government take the onus and responsibility of seeing that within reasonable time as much of the railway as possible is built in Canadian territory. What seems to be, so far as I can gather, the opinion of British Columbia—and what seems to be a reasonable opinion—is that, first of all and as soon as possible, the road should be built from Cloverdale in towards Princeton and in towards the Similkameen valley just as far and as rapidly as possible. If any one will take the railroad map of that country, he will see that Mr. Hill's lines tap our country now at seven different points, all of these lines running pretty closely north and south. There is a line built from New Westminster up to Cloverdale. That line at Cloverdale or near that point has a connection with the southern road; and it is to make it sure that that shall not also be simply a tapping branch, but that it is the intention of the company to bring their road from Cloverdale to the heart of the Similkameen that we think some provision should be made to see that that is done.

Mr. D. ROSS. What other lines besides what are known as the Hill lines in southern British Columbia are in competition with the Canadian Pacific Railway?

Mr. FOSTER. I am not discussing the question as to the competition with the Canadian Pacific Railway at all.

Mr. D. ROSS. If you will not permit the Hill line to go into British Columbia, how are you to get another railway in competition with the Canadian Pacific Railway?

Mr. FOSTER. Again the hon. gentleman takes for granted something absolutely denied by myself. He takes for granted that I and those who think with me are opposed to Mr. Hill's lines going into that country. We are not. Let Mr. Hill build his line. Let him go right at it and build and

finish and operate it, I would be glad to see the line running through there, but let there be fair guarantee that he will build his line through Canadian territory. That is all I want. It is not a question of trying to keep the ground for the Canadian Pacific Railway. Other things being equal, I would rather see the Canadian Pacific Railway build that line than any other company. I think the Canadian Pacific Railway has put a great deal of enterprise and capital and labour in opening up our new countries, in British Columbia as well as elsewhere in the west, and with less profit, for obvious reasons, in British Columbia than in most other parts of the country. If the Canadian Pacific Railway would put that line through, I would rather see them do it than the Hill line or any other from the south of the border. But if Mr. Hill asks simply for a franchise to build a road through Canadian territory, if the Canadian Pacific Railway has not yet pre-empted that territory and run its line through it, I am not raising any objection to Mr. Hill getting his franchise and building his line. He does not ask any subsidy from this country; and if he proposes to build without a subsidy through Canadian territory, it would have to be a mighty strong national reason that would cause me to raise any objection. But I do not want to see a road built which will make that country mainly tributary to the United States. I want to see a road built which will make that country do its particular work as a part of Canada. Our cities on the coast are more important to us than Seattle or Portland. Our smelting industry, which is not large now, but is bound to increase—because British Columbia is full of mineral and the country to the north is full of undeveloped minerals—is more important to us than the smelting industry of the United States.

We may not have many smelters in operation now, but they are beginning and they will grow. I would rather see our smelters do this work than United States smelters; I would rather Canadian labour should do all the work of bringing these products from the raw material of the mine to the finished article. That is why I would rather see the trunk lines that go through that country trending towards Canadian ports and traversing Canadian territory. Let me state again as emphatically as possible that I have no objection to Mr. Hill having a franchise to build the road. All I want is to make sure that he shall build the road, and that every mile that is not prevented by insurmountable engineering difficulties from being built on Canadian soil shall be built on Canadian soil, taking the products of the rich Similkameen region to our own ports and helping to build up the industries of our own country. I hope, therefore, it will not be possible for anybody to ask me why I