

am opposed to Mr. Hill building the road through Canada. I am not opposed to it. I want to see the diversion of the road as short as possible south of the boundary, and I want the road between Cloverdale and Princeton built as quickly as possible. My amendment tends toward both these ends. It throws upon the government a responsibility which they ought to be willing to take—first to make certain that the road shall be diverted south of the line only when engineering difficulties cannot reasonably be overcome; I say 'reasonably' because that is only fair, and, second, that they shall make certain that the road shall be built from Cloverdale to Princeton as quickly as can be reasonably done. The government has the power, and it is responsible to parliament; and it can take such guarantees and make such provisions as may be necessary. Now, who would be hurt if this amendment is carried? Certainly not British Columbia. British Columbia wants every mile of railway possible on her own territory—she would be foolish if she did not. She also wants her coast cities connected with the interior country as quickly as it can possibly be done. Let us get out of the notion that any of us are opposed to Mr. Hill building the road. Let us have the proper provisions and the proper guarantees, such as, I contend, my amendment will provide, and we will be glad to see this work undertaken. There is nothing dogmatic about this amendment. It simply says that the government must be sure that there is valid reason for diverting the road south of the boundary even for thirty-five miles. And, in the second place, the government must make as sure as they reasonably can that this road from Cloverdale to Princeton shall be built in a reasonable time. There is a part where it will come in from south of the boundary into Canadian territory where there will be pretty heavy building. That is the least profitable part of the country for the work of development, as I understand. It is more important that the part from Cloverdale to Princeton and the part connecting the Similkameen Valley with the coast cities should be quickly built.

Sir WILFRID LAURIER. My hon. friend (Mr. Foster) has stated truly that this amendment was left over in the Railway Committee for the government to consider whether it would or would not accept the new conditions proposed. There are two conditions involved in the amendment, I will take those in turn. The first is that 'the Governor in Council shall grant no permission to construct any part of the proposed road south of the international boundary unless it be shown to be necessary in order to overcome engineering difficulties.' I do not see that there is very much difference between this drafting and that of the Bill, which provides:

Mr. FOSTER.

3. The company may, at such points on the international boundary line between the west bank of the Similkameen river and the Columbia river as the Governor in Council deems expedient for the purpose of avoiding difficulties in construction, make connections—

If there is any difference between these two, it seems to me it is very slight.

Mr. R. L. BORDEN. Does not one put a responsibility on the government that is not imposed by the other?

Sir WILFRID LAURIER. If there is a difference it seems to me it is a very minute difference.

Mr. FOSTER. The Bill says: 'difficulties of construction.' That would seem to me to be only to the points of divergence. But my amendment puts upon the government the responsibility of any divergence at all.

Sir WILFRID LAURIER. I do not see the difference between one and the other.

Mr. R. L. BORDEN. What section is the Prime Minister referring to?

Sir WILFRID LAURIER. Section 3.

Mr. R. L. BORDEN. I was speaking of another—I withdraw my remark.

Sir WILFRID LAURIER. Then the Governor General is to select the point at which the road is to cross the international boundary. That means that the boundary must be crossed somewhere. It seems to me merely refining a little more to put the provision in the form in which the hon. gentleman (Mr. Foster) puts it. Then his amendment goes on:

—nor until some satisfactory guarantees are given that the line from Cloverdale to Princeton will be completed on Canadian territory within a reasonable time.

I do not know exactly what guarantees we could have in this matter. I cannot see why instructions should be given to the Governor in Council to see that this line shall be constructed on Canadian territory. I consider that is the object of the company to build this railway upon Canadian territory—that is the purpose of their charter. It is deemed absolutely essential that this connection between the coast of British Columbia and the Kootenay, the mining portion of the province should be given in some way or other.

I would have preferred that this communication were given by the Canadian Pacific Railway Company. They were first in the field, they have shown great enterprise, great energy and have done a great deal of work. Everything in that regard that has been stated by my hon. friend is absolutely true, in my own judgment. But for some reason or other the Canadian Pacific Railway, whether they are too busy elsewhere or not, have not given the people of British Columbia that communication which, it is to my knowledge, to the knowledge of my hon.