

full credit for his foresight and pluck in doing so; but he was not the first man to display pluck and energy in building a railway there. Even if he were, that fact should not unduly bias hon. members in this House in his favour in this matter. He has received a large return for everything he has done for that country; and let me tell the House that Mr. Corbin unfortunately, although he has received charter rights from this Parliament and although he has been in receipt of large land grants from British Columbia, this same Mr. Corbin has acted, when it was possible, so as to divert the trade from Canada to his own country, and in every way he has discriminated against the smelting industry of British Columbia. I do not make that assertion on the strength of my own word. I have here the Nelson "Tribune," of 12th March, and in it appears a report of a meeting of the South Kootenay Board of Trade held two days previous to the issue of the paper. That board of trade appointed a committee to investigate into the freight rates and charges which were made by Mr. Corbin, and they submitted a report which I intend to read to the committee. Before I do so, let me point out that in the Railway Committee the advocates of Mr. Corbin made the assertion that no such committee was appointed, and no such report was ever made. An hon. member stated dogmatically that an editorial appeared in one of the Nelson papers containing some idle statement to the effect that Mr. Corbin in operating his railway had discriminated against British Columbia interests. But the hon. gentleman stated that no report had ever been made on this subject. I wish to emphasize this fact, that the Board of Trade at Nelson, the terminus of Mr. Corbin's road, the headquarters of the road in British Columbia, testified as to the dealings of Mr. Corbin and the way in which he operated his road, and they have given us in this report facts which leave no doubt that Mr. Corbin has in every possible way discriminated against the interests of British Columbia and in favour of his own road.

The MINISTER OF RAILWAYS AND CANALS. And yet the Nelson Board of Trade petitioned or asked that this charter should be granted.

Mr. McINNES. I will deal with that in a few minutes.

Next came the report of the committee on freight rates, laid over from last meeting. Subjoined is the report:

Your committee appointed to look into the question of freight rates, beg to report as follows:—

1. The rate on ore from Hall Siding, 11 miles (or any other point on the N. & F. S. Railway), to Nelson, is \$2.25 per ton.

2. The rate on ore from Nelson, 55 miles (or any other point on the N. & F. S. Railway), to Northport, is \$1 per ton.

Mr. McINNES.

The rate to the smelter in which Mr. Corbin is interested is \$1 per ton.

The MINISTER OF RAILWAYS AND CANALS. Is he interested in any other smelter?

Mr. McINNES. I have no information on the point.

The MINISTER OF RAILWAYS AND CANALS. Why say he is interested in this?

Mr. McINNES. I say he is interested in seeing that smelter at Northport made a success. Whether he is directly interested in the management of the Northport smelter or not, I care very little. He has large interests at Northport; he is a large real estate owner at Northport; he gave the site on which the smelter stands; this is the central point of his railway system, and I do not think it can be contradicted for one moment that Mr. Corbin has undoubtedly the very greatest interest in seeing that smelter boomed. You will see from the very first item there referred to, that for hauling ore eleven miles to the Nelson smelter he charges \$2.25 per ton, but he will carry the same ore fifty-five miles to the smelter in which he is interested for only \$1 per ton.

The MINISTER OF RAILWAYS AND CANALS. That was absolutely denied by Mr. Corbin right there.

Mr. McINNES. I did not hear Mr. Corbin deny that in the committee.

The MINISTER OF RAILWAYS AND CANALS. Yes, that was denied by him through his solicitor.

Mr. McINNES. Now, I have explained what kind of interest Mr. Corbin has in that smelter; he does not necessarily have to be a stockholder to have an interest in it. I say that everything tends to the idea that it is to the advantage of Mr. Corbin to make that smelter at Northport a great success, and no one can successfully controvert that.

Now, Sir, I will continue to read the report:

3. The rate on ore from Rossland to Northport, 17 miles, is 75 cents per ton.

4. The rate on ore from the Velvet Mine, on the Red Mountain Railway, to Nelson, is \$2.75 per ton.

5. The rate on ore from Robson to Nelson, 28 miles, is \$1 per ton.

6. The rate on ore from Siocan City to Nelson, 45 miles, is \$3 per ton.

7. The rate on ore from Sandon and intermediate points to Kaslo, which is being shipped to United States smelters, is \$3 per ton.

8. The rate on ore from Sandon and intermediate points to Kaslo, which is being shipped to Nelson, is \$5 per ton.

9. The rate on ore from Nelson to Tacoma is \$8 per ton.