

the Fraser, and production able to sell the market. He wanted to, to pre- and there in the Fra- worked to present, as preferential lines which subsidized for west produc- Columbia's market. If he could not rights with the for one he should be competition. Again, as to petition, he ch competition of the coun- to improve its date; it was service, and ates. Com- only cause rate to Vic- ight could be o intermedi- efforts of the ere success- d, it meant of the rich- world to the one railway ish Colum- of which it ver. Cali- taught the -California, way had so their efforts d's markets to subscribe ld an oppos- vere permit- for building ould be im- to parallel petition, no competition of the coun- other great employed es- tenay and adjacent to a che smelting ogether for- The C. P. be operated success and d with the trust would ng intere- sese too—the

railway not only operating the smelters but controlling the freight rates and fuel supply as well.

The railway smelters would fix a price for ore, based upon the low grade ore value, and what would be the position of the owner of a mine turning out higher grade ore? He would be offered by the smelter buyer the price established by the smelter people, and if he ventured to interpose that his ore was of much higher worth, he would be told "there is our price—you can take it or leave it alone."

What could he do? The railway would not give him a fair rate by which he could market his ore at any outside smelter—if such a smelter could have an existence—and his mine would therefore either have to remain dead property on his hands, or he could accept the price offered by the smelter to his own disadvantage. In the other event he could sell his property to the smelter—at a price fixed by the buyer.

Here was the ultimate conclusion to which the present plans of the C. P. R. lead. Would it then, he asked, be fair to the mining men of British Columbia for a Board of Trade to lift its hand in the direction of putting the mines and their owners in this position?

With reference to the shorter route from the Coast, which was a subject of direct interest to Victorians: If the C. P. R. was allowed to carry out its Penitential road plans, without competition as now proposed from the south, how would it be possible to carry out a project for a road from the Coast? Such a road would simply have to tie on to the C. P. R. at its terminus, and the C. P. R. would dictate terms to it.

Whereas with the present road constructed a future road from the Coast would have its choice of two lines to tie to on to and each would be ready and willing to offer fair terms—the construction of the Corbin road therefore meant going a long way toward securing a second and shorter route from the Coast eastward. With such a road he firmly believed the population of Victoria as well as that of Vancouver would more than double in less than two years while the property of the whole province would be increased many fold.

Then again, it had been said that the C. P. R. should be supported inasmuch as it was a Canadian institution. Did the C. P. R. when they had new lines to build, as instanced very recently, give home people an opportunity to build those lines on anything like fair terms? On the contrary, the first thing that was done was to go to St. Paul for a contractor.

As a matter of fact, the record of the past showed that the C. P. R. had never at any time risked a dollar in the open-

ing up of any section of British Columbia. In Kootenay Mr. Corbin had provided a railway that was the first factor in development—building it because he had confidence in the resources and the future of the country, and building it in the face of the opinion of his friends and in fact of almost everyone, that by doing so he would be a ruined man.

When Mr. Corbin had proved the richness of the country, the C. P. R. came in to crowd out the pioneers of development. The same thing applied in other railway building in Kootenay. Then other local people saw the opportunity of making money through establishing a steamship service on the lakes and rivers. They inaugurated such a service, and were earning good dividends as a result of their enterprises, when the C. P. R. stepped in and said—you must give this business up to us. Mr. Heinze, with commendable far-sightedness saw that a smelter would pay. He built a smelter and a railway to feed it; then appeared the C. P. R. when all was done, and said you must sell out to us at our price. And this was what happened.

The C. P. R. always waited for some one else to make the venture, and when others had proved that a thing was good, then entered the railway corporation to compel a forced sale to itself. The C. P. R. had never yet put a dollar, he asserted, into anything that was not a sure thing.

If in the present case the Corbin road was defeated, the people of British Columbia could look forward to the C. P. R. very quickly making the Boundary country, having a monopoly of it, the dumping ground for all their worn out rolling stock, and dilapidated engines—with corresponding poor service, after the manner of that given the people on the Shuswap & Okanagan. Nor did he blame them as business men, whose purpose it was to put every dollar possible into the pockets of the shareholders.

The gentlemen at the head of the C. P. R. were, as he had said, good business men, the best in the world, and amply able to take care of themselves without the assistance of Victorians, who, if they went to the rescue, would do so at their own expense.

Mr. D. R. Ker, briefly replying to Mr. Paterson, corrected the statement that any hay was taken into Kootenay from Edmonton to kill the market for the Fraser river product. As a matter of fact there was no hay offered from the Fraser that was not bought here at the highest market price; while he could from his own business experience bear testimony that the C. P. R. had been especially active in the making of rates that would enable the producers of this province to meet the competition of those