

as much attention to the people of the Pacific Coast as they now do to those of the Atlantic.

Our position on the tariff so far as it affects mining machinery is this: We hold that the men who are developing and operating mines in this province should have the privilege of procuring the very best machinery obtainable without having to pay any excessive charges in the shape of customs duty. There have been a number of cases where machinery was bought at great expense and erected at the mine only to prove a failure when operated. The machinery in such cases had to be taken out and a different make substituted at heavy cost. The mine owner, in order to be successful, should be able to get the best machinery whether made in Canada, United States or elsewhere. Canadian machine makers stand well in the Kootenay, but there are some kinds of machinery made in the United States with which Canada cannot yet compete in excellence. In this case why should the mine owner be taxed twenty-five per cent.

We would be in favour of a small duty on machinery to even up freight charges which are large owing to the long haul from Canadian centres, but outside of this the manufacturers should be able to fight their own battles through the excellence of the machinery they produce.

The Crow's Nest Pass Railway is now an assured fact and we have the word of the Vice-President of the Canadian Pacific that the road will be completed to the mountains this summer and that next year trains will be run over it to Kootenay Lake.

The building of this road means cheap fuel and the erection of smelters at different parts within the limits of the province. This will bring about increased activity in our mines and will bring about a large immigration into British Columbia.

But to read a number of the Eastern Canadian newspapers one would think that the whole benefit to be derived from the road would be enjoyed by this province. The Toronto Board of Trade even went so far as to say that British Columbia ought to bear one-half the cost of building the line.

Now let us correct our Ontario friends on this point. So far as cheap fuel is concerned, we acknowledge the building of the line will be of great benefit to us. Let it stop short at the coal mines and run from there to Nelson and there would be some reason for saddling British Columbia with the cost of building. But as it is projected it will be a short line to the East and will bring in the supplies from the merchants and manufacturers of Eastern Canada, shutting out our trade centres from participation in

the commerce of the Kootenay. It will, moreover, bring in the beef, mutton, butter, wheat, oats and other grain from the prairies of the Northwest, thus opening up a home market for their produce and making them prosperous.

The opening of the Crow's Nest Pass Railway will be the greatest factor in making the vigorous immigration policy of Hon. Mr. Sifton a success. In fact the plums of the road will go to Eastern Canada and to the Northwestern territories rather than to British Columbia. So we trust we will hear no more from Ontario papers about who should bear the cost.

But if the people of Eastern Canada think that we in British Columbia will stand idly by and see our trade taken from us they are greatly mistaken. We will never rest until we have the direct line from the Coast to Kootenay.

So Mr. Selevor and his partners after perambulating through our Coast cities trying to find out who would make them a present of \$150,000 have at last decided to settle in Seattle. Probably Seattle knows its own business, but we think that Victoria had a very fortunate escape.

While we are not in favour at the present time of levying an export duty on ores we think the Government have acted wisely in taking power to impose such a duty should circumstances necessitate it.

If Americans owning and operating mines in British Columbia see fit to ignore the claims of eligible smelter sites within the province and start in to erect smelting works on the other side of the boundary they must be taught that while Canadians will stand a good deal it is unwise to test their temper too far.

The power in the hands of the Government to impose an export duty if necessary will probably stop work on the smelter at Northport and other kindred schemes. In the meantime mine owners if it is to their advantage may make use of American smelters.

We are pleased to hear that the Pilot Bay smelter is shortly to re-open. It will have all the work it can undertake and probably if it had not been for its close connection with the Blue Bell mine it would have been in operation some time ago and running full blast at the present time.

PREVENTION OF ACCIDENTS IN MINES.

IN your April issue I called attention to the need of action on the part of the Legislature in connection with this very important subject. Since then, I am glad to say, that an Act has been passed by which—with an efficient inspector—the percentage of accidents ought, very greatly, to be reduced. There is, however, room for improving its efficiency very much