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facilities of the Northport smelter, to capture the larger quantities of copper ores, by reason of the mine being owned, more or less, by Americans, and further that probably the main object of the building of this line of railway along the Kettle River valley is for the purpose of reaching the Republic camp in the state of Washington, situate about 20 miles south of the boundary. It is doubtful whether our mines are sufficiently developed at present to be able to furnish 100 tons of ore per day.

"It is a well known fact that copper ores are most sought after and that the general use of copper is so marked that the price has reached, at present, a high figure.

"The first smelter erected in the province, located at Pilot Bay, paid \$13.75 per ton for its coke—to-day coke from the Crow's Nest is landed at Nelson and Trail for \$7.25 and coal at \$5, and no doubt, if supplied under contract to smelters would be much less; freight rates being \$2.25 as against \$2 when the coke came from Rosslin.

"The road now being constructed from the Robson country, I am told, will be completed in the specified time and that over 92 per cent. of the grading is now completed. This road has been subsidized by and located within the province, and I am credibly informed, will have cost not less than \$32,000 per mile. This line of road, no matter where it touches, will benefit some point which will furnish trade to our merchants, and it seems absurd that our people should consider for one moment the supporting of an application for a charter which will come in direct competition and whose efforts must be to our detriment in carrying and smelting ores out of the country, especially when every precaution has been taken by the Dominion government to prevent excessive freight charges.

"It is certainly of national importance that both our transportation and mineral interests, in all their different branches, should be conserved to the people of Canada and the stronger these corporations are the better able our people will be to make these enterprises of value.

"The action of the legislature this year demonstrates the fact that provincial interests should not only be protected but such projects of merely local concern should be first directed through our legislature. Upon these principles there ought not to be two opinions and the board should be careful not to stultify their action of last year by making any change.

"Canadian labor should be put upon an equality with American labor and we should demand a better position for the Canadian labor, especially when dealing with the manufacture of the natural pro-

ducts of Canada. Such conditions should be afforded Canadians to manufacture their own raw material at home and sell it in the American market instead of taking that raw material across the line and manufacturing it there—buying the finished product.

"A word upon the Northport smelter. It was pointed out, both to Mr. Corbin and the Le Roi management that the building of a smelter at Northport would be considered a menace to Canadian interests. The matter of erecting a smelter upon the Canadian side was fully gone into and at one time it appeared as though the Le Roi smelter would be located on the Canadian side. The Rossland Miner had advocated its being placed at a place called Sayward, where the best water power and shipping facilities could be had and where sufficient ground could be obtained as a gift. The only objection offered was the question whether lime rock could be obtained near at hand, and upon investigation it was ascertained such lime rock was upon the ground at a place called 'Pug' mine.

"The Northport smelter was looked upon as a political movement by the then management of the Le Roi mine, assisted by the Corbin interests, who owned the town of Northport.

"If the railway line, now projected, is built it will only be for the bringing of the copper ores of Boundary Creek to Northport. The cars returning will take American merchandise to the Boundary country."

The American imports to the three chief points of the Kootenay last year, he found, were:

Rossland.. . . .	\$457,930
Nelson.... .	583,697
Kaslo.....	201,318

Total.. . . .	\$1,242,865
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In concluding, Mr. Davies gave his attention to Mr. Bodwell's statement that the great bulk of the goods consumed in Kootenay—90 per cent.—were of Canadian production. It was officially stated that American goods to the value of \$1,242,865 came into the Kootenay last year, which would make the Canadian goods something like \$12,000,000. And how much of this twelve million dollars' worth of business had been done by the merchants of British Columbia? The best that could be said for the Corbin plan appeared to be that it would enable Eastern merchants to control the greater part of the trade of the British Columbia mining sections. He could not see that it was of advantage to Victorians to endorse this platform, and he accordingly offered the following as an amendment: