

ada's greatest Bank, been able to finance and conduct with all success big business undertakings needing for their profitable maintenance such freight and other facilities as one of the greatest railroad companies in the world is able to offer. What these railroad magnates have done before they are doubtless well able to repeat, and recent official and semi-official visits and consequent representations lately made to and in the Kootenays all point to some master move—such as the establishment of a big ore smelter and refinery would prove to be—in connection with the C. P. R.

We are therefore inclined, as we have said, to believe the report to be in the main well founded, for as must be evident to all, a big smelting opportunity is offered that should, if backed by shrewd and wealthy men connected with the C. P. R., not only make goodly profits for themselves, but absolutely clinch the big hold which that railroad already has on the Kootenays. They can thus serve two purposes at one time.

If, however, the men of the C. P. R. establish a big smelting industry in the Kootenays, it becomes evident that as regards much of the ore of the upper country, no expectation can be further indulged of its coming to Vancouver for treatment, in which case any smelter here established must be largely—probably mainly—dependent upon supplies of coast and island gotten ores. We shrewdly suspect that some inner knowledge of these facts is a main cause of the attitude of caution adopted by the News-Advertiser in regard to smelter bonussing by Vancouver, and certainly in regard to such action care is essential lest, instead of really facilitating the earlier establishment of a smelting industry in our city, any aid thus afforded be made to serve the purpose only of lining the pockets of promoting middlemen. There should, however, even though supplies of up-country ore be largely diverted to a smelter united by friendly alliance with the C. P. R., be scope for the successful conduct on Burrard Inlet of a smelting industry of moderate dimensions, since there is every prospect of an early sufficient supply of ore from the coast and islands to maintain a Vancouver smelter of fair size. But it is now clear that the effort proposed to be made in this direction should not at first be overambitious, though it may well, as regards site and structure, be so planned as to be capable here-

after of large expansion, should the mining development of New Westminster, Vancouver Island and Gulf Isle districts hereafter call for specially extensive ore treating facilities on Burrard Inlet.

REGARDING RAILS.

Mr. August Heinze, of Trail, is evidently much perturbed by the knowledge that the C. P. R. will shortly invade his own special domain, in order to afford further transport facilities to Rossland, and he is also very uneasy at the thought that the great railroad can and doubtless will, if its directors so choose, extend its operations to the Boundary Creek country. Mr. Heinze has, however, had his opportunity and a good one—still probably in part at least available. If, however, he fail to utilize it, as now seems very likely, his case will not be such as to call for exceptional commiseration.

And as the MINING CRITIC has already observed, the C. P. R. practically controls the western railroad situation at Ottawa, and cannot be effectively thwarted by either Mr. Heinze and his associates or by the men of the Coast-Kootenay railroad. As for the proposed "People's Railroad," highly commendable as is the idea in principle, there does not seem to be the slightest prospect of its early realisation. Long years of jobbery and mismanagement in connection with the Intercolonial Railroad seem to have convinced most Canadians, that with politicians and governments as they are, it is hopeless to expect efficient business management of a railroad by the State. It would be different, of course, were a railroad department run wholly on non-political lines, as it could and should be, but unfortunately no such department is thus run, or is likely for a long period to be run in Canada, appointments even to the Customs, Inland Revenue and Post Office being usually made to oblige political friends and supporters, not made on business grounds. Many good and capable men thus happen to be appointed, but with them also others, whose qualifications are, to say the least, doubtful. Complete civil service reform must anticipate further state ownership of railroads in Canada.

And as regards the chances of obtaining a people's railroad charter from the Provincial Legislature, it is best to admit frankly the