

a country very rich in minerals, making the natural outlet for the same the United States, where it is probable the smelting would be done.

The smelting industry is only next in importance to the mining, and should be conserved to Canada. This board therefore has telegraphed to you urging that the charter be refused. The exact wording of the board's telegram is as follows :—

"This board resolved granting of charter Corbin's extension Red Mountain Railway highly detrimental to British Columbia interests, simply outlet for our ores to be smelted in United States."

Yours faithfully,  
(Sgd.) F. ELWORTHY,  
Secretary.

Now this is the interesting letter which accompanied this resolution. It also is addressed to Hon. A. G. Blair, Minister of Railways :

Victoria, B.C., March 2, 1898.

Dear Sir,—When writing to you on the 26th ult. with reference to the application for a charter for the extension of the Red Mountain Railway, I omitted to state that this board had placed before it letters from residents of the Boundary country strongly advocating the granting of the charter which this board opposes.

I stop here to make a remark. The advocate of Mr. Corbin in the Railway Committee tried to make the committee believe that these men in Victoria who passed this resolution did not understand the situation, that they did not know the full import of what was being asked for here. Now, I wish to state that if there are any bodies of men in British Columbia thoroughly familiar with the needs of that country, thoroughly familiar with the way that trade is going and will go, they are the Board of Trade of Victoria and the Board of Trade of Vancouver. We have one hon. member of this House who is a member of the Board of Trade of Victoria, who, I believe, was present when this resolution was passed. I refer to the hon. member for Victoria (Mr. Earle). He is not now present in the House. But as all hon. members know who have had any opportunity to discuss this matter with him, he is decidedly opposed to the granting of this charter. And it must not be forgotten that he is one of the largest wholesale men we have in Victoria city. He has up to the present done everything he could, as has every wholesale man in Victoria and Vancouver, to get a share of that trade, but he has seen that, unfortunately, they were handicapped, that these railway connections with the south have put the Americans in a position of advantage over the merchants on the coast. But not only are these bodies well informed upon matters of this kind, and particularly well informed upon this district, because it has received a great deal of attention lately, but when they were passing that very resolution which has been sent here, they were in possession, as they state in this letter, of arguments pro and con, and they adjudicated upon them, the

result being that resolution. Now, I wish to call your attention to this section of the letter :

The letters in question were from real estate men, and the only reason advanced for the granting of the charter was that the building of the proposed railway would create a boom in the country, and enable the writers to dispose of property which is becoming a serious burden to the holders. No other reason was cited, and this board decided that the object of a railway should be something more than the above, and instructed me to telegraph you its resolution opposing the granting of a charter to Mr. Corbin.

Yours faithfully,  
(Sgd.) F. ELWORTHY,  
Secretary.

And so I might go on. There is no doubt, I think, in the mind of any hon. member that British Columbia is practically a unit against the granting of this charter. That being so, I would appeal to some of my hon. friends here, who in the past, have been famous champions of provincial rights, to stand by the declaration of the province. The province has put itself decidedly upon record against this measure, and I ask these hon. gentlemen to stand true to their professions and as the people of British Columbia with united voice say that the granting of this charter will be detrimental to their best interest, I ask the hon. gentlemen to give heed to the wishes of the people. British Columbia is practically a unit upon this question, except—and I always make this exception—except the Americans, who unfortunately, are in possession of some of our best fields in the Kootenays. They, I admit, are in favour of the granting of this charter, for it plays into their hands in relation to their interests on the other side of the line. But with the exception of these Americans, who, commercially and politically, are identified with the United States, ninety-nine per cent of the people of our province are hostile to the granting of this charter. And fortunately the good sense of this country is not confined to British Columbia. We find the mercantile centres throughout the whole of Canada have raised their voices against this charter. The Board of Trade of Winnipeg has passed a resolution against, as also have the Boards of Trade of Toronto, Montreal and other places. Some people attach more importance to these kinds of resolutions than others do ; but when we find such remarkable unanimity of expression from the business men, from the solid commercial men of this country against this charter, I say that that should cause every hon. member to hesitate before he goes contrary to their wishes and to their judgment in a matter of this kind.

Now, Mr. Chairman, I have about concluded my remarks. I wish finally to make the appeal to this House to throw out this charter. Let our Canadian company get in there first, let Canadian merchants get the preference while that country is new, let trade get started well in Canadian chan-