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appeared to him to be—how are we of Victoria to derive any benefit from this so-called competing line. In his own business he did not find low rates the result of competition. Go to the telephone to-day in Victoria and ask the Great Northern, the Northern Pacific or the Canadian Pacific railway for rates to some particular point, and what would be found? You would get the same rate from all. The belief that competition induced reduction of rates was very erroneous when applied in practice—it only induced combination. He knew whereof he spoke in this matter, for he was perhaps the heaviest shipper of any present.

Mr. Bodwell had endeavored to lead the meeting to believe that there was practically no American goods in the Kootenay country, yet statistics showed that the great bulk of the supplies for Rossland, Nelson and Kaslo came from American towns. The hauling of the British Columbia ores out for smelting to Northport or some other of the American towns meant what? Simply so much more in the pockets of the \$65,000,000 American smelting trust that had recently been formed—depleting the mines of this province without any adequate advantage to its inhabitants.

He pointed in this connection to the experience of Ontario in lumbering. Ontario had made no efforts to safeguard its forests from American depredations, and as a result found now to its dismay that they had stumps alone left and hastened to put on an export duty now that the damage had been done. He thought British Columbia might learn from the experience of the sister province, and lock the door before—rather than after—the horse was stolen.

MR. JOSHUA DAVIES.

Mr. Davies, as last year, was found opposed to the granting of a charter to Mr. Corbin for his Kettle River railway project. He was opposed to it as a British Columbian of thirty-eight years' standing, and all whose interests were in the province; and he was opposed to it as one not interested in any railways, or merchandise that would be benefited through the carrying out of any of the particular projects under discussion. In order that he might not be guilty of repetition he had prepared for presentation at this meeting his views, which with permission, he would read. They were as follows:

"The notice of meeting of to-day was only received on Saturday afternoon so that there has been hardly sufficient time given for examining thoroughly into all the points which bear upon the object of this meeting as to the advisability of supporting an application for a charter

from the Dominion government for a railway from some point in the United States into the Boundary country by the way of Kettle River valley.

"It must be distinctly shown wherein changed conditions warrant the board in nullifying the action of last year. It must always be considered that the action of the legislative assembly was in keeping with the report made by this board; that was, that no railway charter should be granted in the province of British Columbia, unless they had first the sanction of the legislature of the province.

"The legislation of this year would indicate that provincial rights would be insisted upon and the Dominion government should not grant a charter unless it was first brought before the legislative assembly of the province.

"The action of the board of aldermen, whose duties must be confined to local issues, was certainly mistaken upon their part, as it is doubtful whether any single member of that body knew enough about the Boundary country to intelligently discuss the subject. It is doubtful whether any of its members had ever visited the country under discussion; anyway they had no authority over the citizens of Victoria to interfere or to give an opinion upon questions affecting enterprises outside the city of Victoria.

"Mr. Corbin has received much praise for his building of the Nelson & Fort Sheppard railway and the Red Mountain railway. Certainly he is entitled to some credit, but those railways were built entirely in the interests of the corporations that he represented. The Spokane Falls & Northern railway was built from Spokane to Marcus and was certainly not profitable until the lines were extended into British Columbia. In fact, the country through which that road ran was not sufficiently developed to give sufficient trade for the line and unless the roads were extended into the mining regions of the province to-day, that road would not pay.

"The building of the Nelson & Fort Sheppard railway was much assisted by the efforts of Victorians and possibly other British Columbians. The right of way was given free; its terminal points and way stations; its timber, the timber required for its construction were also given free, and besides which the road was subsidized by the province by the gift of 10,240 acres per mile over its 60 miles of road, aggregating over 600,000 acres. It was shown that there was not sufficient land on the Nelson & Fort Sheppard line to comply with the land grant and subsequently the government gave lands west of the Columbia river, termed lieu lands, which encircle the city of Rossland and covered a block of land