

to Pentle-
profitable
valley, and
an railway
ss, so that
eedily be-
e province
annually,
me gained
ction with

petition in
te freight
eady made
t all rates,
he ground
ic railway
ness policy
gonize all
government
and apply

the C. P.
the devel-
in consid-
omplete and
f smelters
at British
e he knew
pany with
the present
r facilities
very early
in which
the great-
ly as the
pal or coke

y standing
ny means.
ng in lead
ade with
p the utli-
would be
olumbia
ied to the
eamers.

way ques-
t—the Do-
esent time
o open up
eas of the
most ad-
d in this
n, directly
the line—
the United
ed by Mr.
expect our
itoba and
with their
nd, while
way's sev-
nining and
question
ed to be

however,

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 tele-
phone 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 prac-
tice—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 Ameri-
can towns meant what? Simply so much
more in the pockets of the \$65,000,000
American smelting trust that had recent-
ly been formed—depleting the mines of
this province without any adequate ad-
vantage to its inhabitants.

He pointed in this connection to the
experience of Ontario in lumbering. Ont-
ario 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 has-
tened 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 Brit-
ish 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 re-
petition he had prepared for presenta-
tion 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 rail-
way 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 ac-
tion 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 in-
dicate that provincial rights would be in-
sisted upon and the Dominion govern-
ment 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 dis-
cuss 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 opin-
ion 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 corpora-
tions 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 coun-
try 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