

son into the Boundary Creek country would not necessarily monopolize the only available pass through the Gold Range.

The Penticton extension of the Canadian Pacific Railway will touch all points in the Kettle River Valley that would be reached by the proposed Corbin line, and will, besides, traverse the entire district of South Yale, east and west. The management of the Canadian Pacific Railway has emphatically declared that the Robson-Penticton road will be completed and in operation as quickly as it would be possible to build a road to the Boundary Creek by any other route.

The Canadian Pacific Railway also promises to foster and encourage the local smelting industry in Kootenay and South Yale.

On the other hand, the Kettle River Railway Company—

**Mark this, because it is evidence from them right on the spot.**

—has evinced no disposition to promote the prosperity of this country; on the contrary, Mr. Corbin has been at considerable pains to foster and encourage the smelting industry of the United States at the expense of British Columbia. This is best proved by the fact that he preferred to have the Le Roi smelter erected at Northport, Washington, instead of at Sayward, B.C., where the opportunities for economical smelting are just as favourable as at the first-named place.

**That is a very good indication of the feeling on this matter in the very district which is to be most affected, but I am also aware that a resolution, purporting to have been passed at a mass meeting in Rossland, was sent to the Government, and we heard it read in the Railway Committee, in favour of this charter. The House will be amused to learn how many people were at that meeting. I take this report of it from the "Rossland Miner":**

At a meeting of about twenty-five citizens held last evening in the city hall, a resolution was passed advising the Dominion Parliament that the resolution passed by the British Columbia legislature, opposing the granting of a charter for the Kettle River Valley Railway did not voice the sentiments of the people of the province. The fact that there was to be a meeting was not generally known, in consequence of which the attendance was small.

**There can be no doubt that that was a little trumped up meeting and a very small affair. But notwithstanding that fact, the resolution which was sent to the Government was so worded—as such resolutions invariably are—as to lead the Government in the House to believe that an enormous gathering had taken place and that the feeling of the district was about unanimous in favour of the resolution. This is the form in which the resolution was transmitted:**

At a largely attended meeting of mine-owners and merchants, held at the mayor's request to-night, it was unanimously resolved:

**I therefore make this point, that a number of these resolutions sent to the Government, and which hon. members have heard read, are of very little importance compared with**

Mr. McINNES.

**other evidences of public opinion to the contrary effect, which have come from that province. To emphasize that point, let me refer to a little incident that occurred in the Railway Committee, and which hon. members who happened to be present will remember. I was taken to task by my hon. friend from Yale and Cariboo (Mr. Bostock) for speaking, as he thought, in a belittling way of the rising towns of that section of country. Well, nothing was farther from my thoughts than to speak disparagingly of any section of that country or of any of the new towns springing up there. But what I did try to point out was this fact, and I insist upon it to-day, that the resolutions passed in these little towns by two or three merchants meeting together—if there are three merchants in some of them—cannot be taken as having any value compared with resolutions such as have emanated from the British Columbia legislature, and from the Boards of Trade in Vancouver and Victoria and other large centres of the province. We were told that one of these towns actually had eight business places, and that was trotted out as evidence that the committee should treat with the greatest consideration the resolution which these eight business men possibly passed. If the truth were known of these eight men, possibly two were saloon keepers and two barbers, and what the others might be I do not know. I, therefore, insist on the point that the mere number of these resolutions ought to have no weight at all with hon. members. You should look rather to the bodies from which they emanate to see whether they are bodies of men who have had large experience in the trade of the country, who have watched the development of the Kootenay country and seen which way the trade was drifting. Resolutions coming from such bodies are entitled to every respect; I hope they will receive more attention and consideration on the part of this House than they have received at the hands of the Railway Committee. I do not intend to weary the House by reading a large number of these resolutions, but I have one that is typical, and passed by, possibly, the most representative board of trade of British Columbia, that at Victoria. I will read the resolution and also the letter to the hon. Minister of Railways which accompanied it, which will throw a flood of light upon the whole question:**

Victoria, B.C., Feb. 26, 1898.

Hon. A. G. Blair,  
Minister of Railways, Ottawa.

Dear Sir,—The attention of this board has been directed to the application now before the Dominion Parliament for a charter for a railway, being a continuation of the Red Mountain line, running west, parallel with and a few miles north of the boundary. This board is of opinion that the granting of such a charter will be highly detrimental to British Columbia, and Canada generally, for such a line would simply tap