

rate, to Nelson was \$2.75 per ton. Mr. Corbin says :

This is evidently a mistake in the figures, it should be \$2.25 per ton.

Charge 5 gives a rate of \$1 per ton from Robson to Nelson, twenty-eight miles. This is on a Canadian Pacific Railway line, which had nothing to do with Mr. Corbin, and over which he has no control. The sixth charge gives a rate on ore from Slocan City to Nelson, forty-five miles, of \$3 per ton. This is also a Canadian Pacific Railway line, over which Mr. Corbin has no control. Charges seven and eight refer to the Kaslo and Slocan Railway, a line in which Mr. Corbin has no interest, except he receives their freight, as he would the freight of any other company, and ships it over his line. The ninth give a through rate from Nelson to Tacoma, Everett and Great Falls. This is a rate made in common with the Canadian Pacific Railway, Grand Trunk, Great Northern and Northern Pacific Railways. The tenth is also as to a through rate of which the Nelson and Fort Sheppard and Spokane Falls and Northern Railways only get their proportion, but I think it should be \$6.75 instead of \$6.25. And in this letter, Mr. Corbin goes on to say :

This matter is thoroughly understood by the Board of Trade at Nelson, and that they have no quarrel with me on the question of freight rates is evidenced by the fact that that body passed a resolution favouring the Kettle Valley Railway, which is now before the Railway Committee of the House of Commons.

Now, I think that is a very fair statement of the position as to the rates on the Nelson and Fort Sheppard Railway, and I think it shows that there is no discrimination on that railway between the Nelson smelter and the Northport smelter. Another point which I tried to bring out the other day in speaking before the Railway Committee was that, owing to the way that Mr. Corbin had been treated in the claim put forward by the Canadian Pacific Railway to the whole of the foreshore right within the limits of the town of Nelson, he has not had an opportunity to get his railway into the town of Nelson, nor is he able to ship ore to the Nelson smelter in a way that he ought to be able to do, in a way that would enable him to give better rates to the smelter. It can easily be understood that if ore has to be transported by means of freight teams a mile and a half to two miles from the station to the smelter, it makes it very much more expensive than it would be if the railway cars could be run right up alongside the ore bins in the smelter and the ore be thrown into the bins.

Now, Mr. Chairman, I do not desire to detain the committee very much longer. Hon. members have heard a great deal

about this matter, and I think they have heard sufficient from those on both sides to form an opinion as to what is best in the interest of the country. For my part, I desire, most certainly desire, to see this railway charter go through, because I think it is in the interest of that part of the country which I represent. I believe that it will materially assist in building that part of the country, and that it will provide a competing line and enable the shippers and traders in the eastern part of Canada to get their goods into that country in a way that they are not able to do when simply left in the hands of one railway. I think it is a matter which very materially affects the people of the east. They may realize it a little more clearly from an incident which occurred in relation to the carrying of the machinery for the working of the Le Roi mine.

At the time that the company were intending to put in a large compressor plant which they use in that mine, they had occasion to get different rates from the Canadian Pacific Railway and from the Grand Trunk Railway, and they found that they could get a rate amounting to some 15 or 20 cents a ton less from the Grand Trunk Railway into Rossland than they could if shipped over the Canadian Pacific Railway. The consequence was that out of eight carloads of machinery going to that mine from Sherbrooke, in the province of Quebec, seven of those carloads were carried by the Grand Trunk and shipped over the Great Northern to Spokane, and then up to Rossland, and only one was carried over the Canadian Pacific Railway. The owners of the mine were by that means enabled to get a considerably better rate than they would have got if they had been entirely in the hands of the Canadian Pacific Railway. Now, the point has been made more than once that this railway will be throwing trade into the hands of our neighbours to the south, and hon. gentlemen seem to think that that is something we ought not to do. But I think that there is a very much more serious matter to look after, if they are going to take hold of a question of that kind, and try to keep our neighbours from getting any benefit out of the valuable mineral deposits which we have in the Kootenay country. I think that a great deal more money has been made out of, and possibly taken away from the people of Canada, by Americans from the south who have come into that country and have staked out and worked claims, and who have certainly, some of them at least, become very wealthy from the fact of their being able to hold these mineral claims in our country. Now, if hon. gentlemen who are opposing this Bill are so anxious to stop the Americans from getting any benefit out of these mineral regions of British Columbia, I think they would be doing much greater service to the people of Canada if they would take hold and start, I was almost