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to come into British Columbia the Canadian Pacific railway would be found ready and eager to deliver.

The final argument against this projected Kettle River railway was that with it constructed British Columbia ores would be taken to an American smelter, to contribute to a foreign country at the expense of our own. This was a very easy thing to say—but the facts did not justify its being put forward. As in the case of American goods incoming, if British Columbia ores were to be more profitably treated across the line the Canadian Pacific railway would be found quite capable and willing to haul them to one or other of the American smelters—Northport, Omaha, Everett, Tacoma or Puebla. The Canadian Pacific railway was indeed hauling ore to the American smelters every day—it was business for it to do so. And if this projected road were not built, and it were found that the ores of the Boundary country would have to go to American smelters for treatment, the Canadian Pacific railway would be found on hand to haul the ore out of the province—but at a higher rate than if they had the competition proposed.

As for himself, he was quite confident that the Boundary Creek ores would be smelted at home in any event. Mr. Corbin did not want the hauling of ores out. There was no money in it in comparison with the money to be made in carrying general merchandise into a settled and prosperous country, and it was therefore to Mr. Corbin's interest to build up communities in the Boundary country and have the ores treated there so that he could do his share of the carrying in of goods to those communities. In considering the question of ore treatment, it would have to be remembered that the ores of Kootenay could not be considered in comparison with those of the Boundary country. The former were very silicious, and for their smelting lime and iron fluxes were a first necessity, so that the ore had to be hauled to the lime and iron, or vice versa—the iron and lime must be brought to the ore.

The Boundary Creek ores, on the contrary, are self-fluxing, carrying in themselves all the lime and iron necessary for their treatment. Wood and water were also plentiful in the Boundary country, so that the only requisite to make smelting profitable at Greenwood or Grand Forks appeared to be coke, which at present cost \$11 per ton. Taking the cost of coke requisite for the smelting of one ton of ore in comparison with the cost of the coke for treating a ton of ore at Northport and it would be found that there was an advantage of 85 cents in favor of home smelting. Thus

one mine producing 100 tons of ore a day by having its output smelted at home would save \$30,000 a year. Besides the greater part of these ores would not stand out shipment, showing an average value of \$18.75 per ton, or a smelter value of \$13.36. The cheapest smelting rate was that offered by the Canadian Pacific railway smelter at Trail (\$7.50) and allowing \$1.00 for freight, a profit of \$4.86 on the ton was left the mine operator on the average value ore. If this same ore were sent to the other side of the line it would easily be seen that no money at all would be left the mine owner, and he could not operate.

So excellent an authority as Mr. Hedley, manager of the Hall Mines, at Nelson, was to be cited for the assertion that ores could be treated as cheaply at Boundary as anywhere else in America, and under these circumstances what man was going to send his ores out to be treated at Northport or any other American smelter—particularly as he could build a 100-ton smelter to handle his own ores at a cost of about \$75,000?

The argument that the Corbin road would haul to the smelter over the line had been very effectually disposed of when the matter was before the railway committee last year, and he (Mr. Bodwell) had in Mr. Corbin's behalf offered to submit a regulation—which would be put in the charter applied for this year—granting the Governor-General-in-council power to fix the rate to be charged for the hauling of ore outward. They might very easily make this rate prohibitive, so that the matter was thus effectually disposed of at once.

But the ore would not be hauled out—for economic reasons it would be smelted on the spot.

It had been stated that Mr. Corbin owned a large interest in the Northport smelter—this he denied. Mr. Corbin had not a dollar invested in this smelter. It had been said that he built the Red Mountain railway as a feeder for this smelter—this, too, he denied. And that this Kettle River railway was for the same purpose.

As to the location of the Northport smelter: The Le Roi people were casting about for a location, and found that the only place in the province offering suitable conditions were Rossland, Trail and Waneta. Water could not be obtained at Rossland in sufficient quantity: Trail had to import limestone for fluxing at a cost of \$3 per ton, afterwards reduced to \$2, while Northport had an abundant supply close at hand and which could be delivered at the smelter at 25 cents a ton.

Concluding, Mr. Bodwell read a series of letters on the subject of this smelter location, and continued that the North-