

material in this particular point, because there is a syndicate prepared to start a smelter at Grand Forks, right in the Boundary Creek itself, and which has gone so far as to put a considerable sum into that enterprise, and will go ahead as soon as the necessary railway facilities are provided. Once started, this syndicate will naturally do all in their power to have the smelting done in that part of the country, and will no more desire to see the ore going out of the country than the gentlemen who are opposing this Bill.

The hon. member for Western Assiniboia (Mr. Davin) read some telegrams from the Montreal "Gazette," as showing the feeling of the people in that particular section with regard to the granting of this charter. It is very strange that such a number of telegrams from different points in the Kootenay country should all appear in a newspaper published in Montreal. I am not aware that that newspaper has correspondents in all these different towns, interested in sending telegrams to the editor on this particular point at this particular moment. It appears to me, there must be some motive power behind which is instigating these telegrams and arranging for their publication. But I have here a telegram from Nelson, which may throw some light on the way this sort of thing is being done, and the sort of fight that was put up to try and throw discredit on this particular charter. Here is a telegram from the Mayor of Nelson. It reads as follows:—

Forty members of the Nelson Board of Trade met to-night and adjourned without giving the Canadian Pacific Railway official a chance to introduce rescinding resolutions. They were smashed properly.

The rescinding resolution here referred to is one that was introduced for the purpose of doing away with the resolution passed by the Nelson Board of Trade in favour of this charter. That shows the means taken to create the impression on this side of the Dominion that our people in the Kootenay are opposed to this charter.

In talking of the smelter question, the hon. member for Vancouver (Mr. McInnes) referred to the resolution which was passed by the Nelson Board of Trade concerning freight rates on the Nelson and Fort Sheppard Railway. He was trying to make out that, in voting for this Bill, the House will be doing an act of philanthropy to Mr. Corbin. Hon. gentlemen know that Mr. Corbin does not desire any favours from this Government, further than what he deserves to get as an ordinary business man. Mr. Corbin has put his money into this country, and he has done all he can to develop it, but he has done that as any other railway and business man would, with the desire of helping himself at the same time that he builds up and helps the country. He does not desire to be treated on any other

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basis, he does not desire to be looked upon as a philanthropist, but he does desire to have, and I think he has a right to receive, fair treatment at the hands of this House, and not have the charter for which he is now asking refused simply on the ground that the scheduled rates of his railway, the Nelson and Fort Sheppard, are said to discriminate against the smelter at Nelson. An attempt has been made to show that Mr. Corbin has had discriminating rates from this point in favour of the Northport smelter as against the Nelson smelter. As a matter of fact, I do not think that a single carload of ore has ever been shipped. And, as gentlemen who understand this question of railway rates will know, very often, in drawing up a schedule, a rate is put down for the carriage of goods from one point to another, and if no shipment is made from there, no question is raised about the rate and it may stay on the schedule for a long time without any attention being paid to it. And this is the case in the rates that were mentioned by the hon. member for Vancouver to-day. Now, I have here the "Globe" of March 28th, which contains a letter written by Mr. Corbin referring to the statement made by the hon. member from Vancouver:

The rate on ore from Hall's Siding to Nelson is stated at \$2.25 per ton, the distance is 11 miles. The fact is there has never been more than two or three carloads of ore shipped from Hall's Siding, and the distance from Nelson is over 20 miles. This ore is concentrates of fine sulphide of iron saved on vanners or tables of the Fern Mine stamp mill, which has only been in operation about three months. I do not know what rate was put in from that station when the schedules were originally made up and before any shipments made from that point. But since it became apparent that there would be such shipments instructions were given to make the rates to Nelson and Northport exactly the same, and this is what has been done.

Then, with regard to the second point, that the rate from Nelson to Northport is \$1 per ton, he says:

This is not correct. The rate from Nelson to Northport is \$1.25 per ton and has never been less, and not a single ton of ore has ever been shipped from Nelson to Northport smelter.

Then, as to the third charge, which states that the rate on ore from Rossland to Northport is 75 cents per ton, he says:

This is correct as far as it goes. Our contract with the Le Roi mine is 75 cents per ton on a tonnage of 3,000 tons or over per month, and \$1 per ton for less than that amount. This, added to the rate of \$1.25 per ton between Nelson and Northport gives \$2.25 per ton, which is exactly the rate on ore offered by my company to the Hall Mine smelter at Nelson, more than a year and a half ago, the distance between Rossland and Nelson being 87 miles.

The fourth charge was that the rate on ore from the Velvet mine on the Red Mountain Railway, which takes the Rossland