

ready transpired, that we do not look forward to its being either a complete or satisfactory bit of legislation when the members get through with it.

We hope that in this we will find ourselves mistaken.

The Crow's Nest Pass Railway was the subject of a somewhat stormy debate the other day in the House of Commons during which the Canadian Pacific Railway was referred to in no complimentary terms by British Columbia members.

It cannot be denied that there prevails in this province a dread lest the Canadian Pacific Railway secure control of the Crow's Nest Pass. But, as we have pointed out on several occasions, the mainpoint is for the Government to safeguard the interests of the people in any contract which they may enter into for the construction of the road.

We have all along expressed confidence that the Government would safeguard the interests of the people of British Columbia in the matter of the Crows' Nest Pass Railway, and we see no reason so far to change our mind. But this does not prevent our urging upon the British Columbia members to keep a watchful eye while the matter is in progress.

There is no saying what influences may be brought to bear upon the Government, and with the best intentions they may be led to adopt a course which, from a British Columbia point of view, would not be what we desire.

First, we want the railway; second, we want to be protected in the matter of rates, and, third, we want a definite assurance as to what the price of coal and coak will be delivered from the Crow's Nest Pass. With satisfactory assurances on these three points we won't have much to complain of whoever builds the railway.

One of the benefits which British Columbia expects to derive from the building of the Crow's Nest Pass line is cheap coke for her smelters. There should be a distinct understanding on this point before any contract is let for building the road. The price at which coke will be delivered to the smelters should be determined and made a condition between the Government and the contracting parties. No mere assurance on the subject will do, but it should be made a hard and fast part of the agreement with the builders of the line. In this way the owners of the coal lands can be brought to time, for without the railway the coal lands are comparatively worthless.

For the first time in the history of the province we have a "Report of the Minister of Mines" that is worthy of the name. For this we are of course indebted to the fact that the Minister was fortunate enough to secure in Mr. Carlyle a really able man to take charge of the "Bureau of Mines." Take out of the report what Mr. Carlyle and his staff contribute to its pages and very little worth reading is left. Hon. Col. Baker, the Minister of Mines, is to be congratulated on the report of his department which he has been able to present this year to the Legislature. We trust it will be widely distributed.

Speaking of the report, we would suggest to the Provincial Government not to be too sparing of printers' ink, so far as Mr. Carlyle's very able "bulletins" are concerned. They should have a wide circulation, and we hope the Government will see that a sufficient number of copies are printed to supply all demands.

There appears to be a good deal of opposition in some quarters to Mr. Heinze and his schemes. It may be that he has been unduly favoured by the Government, but there is this much to be said about it, that he has shown his faith in the country by spending a large amount of his own money in his various enterprises, and for this reason, if for no other, he deserves liberal treatment at the hands of the Government and people of British Columbia.

What would Rossland be to-day if it had not been for the push and enterprise of Mr. Heinze? What would Trail be to-day if it had not been for him? Only the other day we understand he mortgaged his heavy interests in Butte, Montana. Why? To use the money in building British Columbia railways.

He is now pushing forward the line between Trail and Robson and this season he proposes to tap the great Boundary Creek district. Mr. Heinze is doing much to aid the development of our mineral resources, and while we do not favour granting him any undue privileges, at the same time we would like to see him receive every encouragement and assistance possible in the enterprises he has in hand.

We in British Columbia are a little too prone to find fault with, and even sometimes abuse the men who are foremost in the rank of developing the resources of the province. But we should not forget that it is to men like Heinze, Corbin and Rithet that we have to look in a large measure for the salvation of the province.

There has been no stronger advocate of the establishment of home smelters than the British Columbia Mining Record.