

able as the ore of the Kootenay, but in infinitely greater bodies. And in this connection the fact should not be lost sight of that the development of a low grade ore district was infinitely more advantageous to a country generally than that of a high grade ore district. More men had necessarily to be employed, and more money was thus expended for supplies. The miner was everywhere known as a good spender, and his average earning of \$800 per year was almost always spent at once. The result was a favorable distribution, a large population, and the prosperity of all business interests.

But the ore of the Boundary country, being low grade, could not possibly be developed as it should be and in a manner profitable to the claim owners and beneficial to the country, unless cheap transportation was first obtained, for the introduction of machinery and the bringing in of supplies. Otherwise it was only possible for the highest grade ore propositions to be opened up.

And herein lay the danger to the country of allowing it to be controlled by one railway company. They found a better profit naturally in hauling limited quantity of freight at a high rate than in handling large quantities at a low figure, and without the incentive of competition they would assuredly make a rate that would only permit the operation of those mines that could pay good freight and still make money out of their ores.

And as to the Boundary Creek country particularly it was certain that if a road did not go in from the south, the C. P. R. would continue to control. They now had all the passes through the Rocky mountains, and although running rights were accorded other lines through the Crow's Nest Pass, the concession was of more value theoretically than actually. The Canadian Pacific railway had last year bought the Columbia & Western charter from Mr. Heinze, so that they would have a secondary main line running through the country from the Crow's Nest Pass. The Grand Trunk railway, the Canadian Pacific railway's great national rival, could not build into the country through either the Kicking Horse or the Crow's Nest Pass, nor could any other company build in from the Coast, for the Canadian Pacific railway would effectually tie up their system at one end.

The Corbin system was the Grand Trunk railway's foothold in Kootenay, and herein alone was the opportunity of obtaining competition, without which there could not be low rates.

As to the cry that had been raised that the construction of Mr. Corbin's roads

had been for the purpose of diverting trade to Spokane at the expense of Canada, it might be said that originally the people of Kootenay went to Spokane for a considerable portion of their supplies, because it was home to them, and in the second place because the Americans were the only ones who had learned at that time the necessities of the country, and were prepared to supply them.

That day had passed, however, and at present Canadians were doing 90 per cent. of the Kootenay trade. In support of this statement he quoted the collector of customs at Rossland and the secretary of the board of trade of that city. Their statements were obtained a year ago, but the assurance was had that the proportions of the trade had not changed materially at the intervening period. At the present time he was authoritatively informed that of all the goods going into Rossland over the Spokane & Northern Railway, an equally large proportion are Canadian goods. To this should be added the large Canadian freight coming in over the C. P. R.

Nine out of every ten cars hauled over the Spokane Falls & Northern Railway to Nelson and Rossland were Canadian cars in bond, and this was easily understood, for the Grand Trunk had its own line to Chicago, with a running arrangement thence to St. Paul. And at St. Paul the cars in bond were conveniently passed to the Northern Pacific railway, which delivered them in turn to the Corbin road at Spokane, Grand Trunk freight going in this manner to Nelson and Rossland.

And the same conditions would naturally prevail in the Boundary country, the Canadian goods holding the trade, and railway connection with the United States never being able to alter the conditions. The rate of duty was always a sufficient protection to the Canadian article, and if at any time it was found that the tariff was insufficient to afford this protection, the remedy was very convenient—a re-adjustment of the tariff. If the duty would not protect, the cutting off of this railway would assuredly have no effect in preventing American goods going in.

If the American articles were to go in the fact of this road not being built would not keep them out. The Canadian Pacific railway would, indeed, be found quite ready and willing to handle all the business of this class offering. The Canadian Pacific railway had now its agents in every part of the United States who were alert and on the lookout for freights for Canada; the Canadian Pacific railway owned in its own name over 2,000 miles of road in the United States for which business had to be made; and if there were shipments of American goods