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On the conclusion of Mr. Davies' remarks, the vote was taken, the amendment being negatived and Mr. McCandless' resolution carried.

Mr. William Wilson then introduced the following resolution, seconded by Ald. R. T. Williams:

"Whereas railway competition has always acted as a "safety valve" to commerce.

"Whereas a railway known as the Kettle River railway is projected from Northport in the state of Washington to Boundary Creek in British Columbia and application is now being made to the Dominion parliament for a charter.

"Whereas it is essential to the progress of the Boundary Creek country that it should have the benefits of connection with the trans-continental railways to the south as well as to the north.

"Whereas the above named railway would be of very material benefit to the Coast cities.

"Be it resolved: That this Board of Trade urge upon the Dominion government the necessity of granting a charter to the Kettle River railway, and that a copy of this resolution be forwarded to Right Honorable Sir Wilfrid Laurier; Hon. A. G. Blair, minister of railways; the chairman of the railway committee of the House of Commons, and the senators and members for British Columbia now at Ottawa."

Speaking to this, Mr. Lugrin again regretted that the board had seen fit not to give further consideration to the point contained in the amendment proposed by Mr. Harvey—that no application had been made for the endorsement of this proposition by the parties directly interested, and that indeed, no facts concerning it had been formally laid before the board by Mr. Corbin or his representatives.

Then again Mr. Paterson had dilated at great length upon the terrible danger that menaced British Columbia through the grasping, monopolistic tendencies of the C. P. R., and had intimated that this projected sixty mile railway was the only thing that stood in the way of the C. P. R. obtaining absolute control of the mining regions of British Columbia.

Would it not then be well, if the board decided to endorse the application for this charter, that they should insist upon some obligation from Mr. Corbin that he would not sell out to the C. P. R. as soon as his line was built, and thus put

British Columbia at the mercy of the Canadian railway?

And would it not also be well, as Mr. Davies had suggested, to insert another proviso that the Corbin line should be continued through to Pentiction, and that its owner would do all in his power to encourage rather than discourage the erection and operation of smelters in the Boundary country?

The suggestions were not acted upon, and having adopted Mr. Wilson's resolution, the board adjourned.

NOTE—The result of the voting on the resolutions and amendment is stated in the Victoria Times of the 23rd March, as follows:—

This concluded the speeches, and the chairman submitted the different propositions before the meeting, to a vote. The amendment submitted by Messrs. Davies and Lugrin was first submitted.

For the affirmative thirteen hands were raised, and when the secretary announced the result of his count, Mr. Belyea provoked laughter by remarking that it was an unlucky number. The motion was negatived by a vote of 54 to 13.

The main motion, proposed by A. G. McCandless and C. E. Renouf, rescinding the board's motion of last year, opposing the charter, was then submitted and carried on the same vote amid loud applause.

Mr. William Wilson then proposed the following resolution, which, seconded by Ald. R. T. Williams, was enthusiastically endorsed:

"Whereas a railway known as the Kettle River Railway is projected from Northport in the State of Washington, to Boundary Creek, in British Columbia, and application is now being made to the Dominion parliament for a charter.

"Whereas it is essential to the progress of the Boundary Creek country that it should have the benefits of connection with the trans-continental railways to the south as well as to the north.

"Whereas the above-named railway would be of very material benefit to the coast cities.

"Be it resolved: That this Board of Trade urge upon the Dominion government the necessity of granting a charter to the Kettle River Railway, and that a copy of this resolution be forwarded to Right Honorable Sir Wilfrid Laurier, Hon. A. G. Blair, minister of railways, the chairman of the railway committee of the House of Commons, and the senators and members for British Columbia now at Ottawa."