

great benefit to British Columbia, and to Victoria city more particularly. Nor in such an event would he be at the present meeting, as a member of the board of trade, and as a citizen of Victoria, whose entire interests were identified with the prosperity of this city and province, were he actuated solely by the fact that he had served Mr. Corbin in the capacity of solicitor. In connection with the case at issue, he noted that grave misconceptions of the facts existed. To set these right he might be pardoned if he trespassed longer upon the time of the meeting than he would otherwise. To illustrate how grave a lack of correct information on the subject existed, he might point to an editorial in the Colonist of the morning (reprinted from March 2), in which the following passage occurred:

"It is simply a project intended for no other purpose than to draw away from British Columbia the trade that will be developed largely because of the construction of railways within the province. The Corbin railway, as it is called, is a Washington enterprise, having both its termini in that state."

This view was utterly and entirely incorrect. The road as it was projected started at Northport, in the state of Washington, and went to Cascade City, across the boundary line, crossed the boundary line again at Carson City, and then followed the Kettle river northward into the Boundary Creek district, where it terminated. This assuredly did not bring both termini in the state of Washington. Again another editorial in the same paper said:

"The facts of the case are that there is an important mine in the state of Washington at what is called Republic. It is a producing mine. It is without railway communication. Speaking in regard to the probability of his constructing a railway to Republic as a branch of the Great Northern, President Hill of that road said to the editor of the Seattle Times a few weeks ago, and the editor printed the statement in his paper, that there was not enough business at Republic to warrant the construction of a railway to that point, because there would be no ore to haul away, and the passenger and merchandise business would not be sufficient to keep a railway going. If a railway is to be built from Marcus, in the state of Washington, to Republic, in the state of Washington, it must be so located as to secure the hauling of ore, or no one will put up the money. We are told that Mr. Corbin is a very public-spirited gentleman, and simply wants permission to build railways without asking for a subsidy; but this connection with the Boundary country, which he asks parliament to give him, is his subsidy. With

this he can go to the money market and finance the railway. Without it he cannot. That is to say, the board of trade is to be asked to-day to lend its aid to hand over to the Corbin project the haulage of the Boundary Creek ores in order that he may be able to induce financiers to put up the money to build a railway from Marcus to Republic. This will be a development railway for a portion of the state of Washington, and its construction will be made possible by what is equivalent to a direct bonus from the province of British Columbia."

But here again the Colonist was wrong. The road was not to be built from Marcus to Republic; nor from Northport to Cascade City. It was another mis-statement of fact, indicating a grievous misapprehension of the subject. There were several mines forming a group at Republic, and if this contemplated Kettle River road were built, it was quite probable that a branch line would be run down to Republic; this did not by any means indicate that the road would be continued to Marcus or Spokane. Indeed it was far more to be anticipated that the ores of the Republic camp would find their way to British Columbia for treatment.

They were of such a character that they required to be mixed with the same fluxes as the ores of the Boundary Creek camp, and hence if the branch to Republic were built on the completion of this present projected road, it was to be expected that a great part of the Republic ores would be sent to British Columbia for smelting. There was, he would say positively, and with a full knowledge of Mr. Corbin's plans, absolutely no such scheme in view as building a road from Republic to Marcus or anywhere else, to take the ores of the Boundary country south—although as he had said, Mr. Corbin did contemplate a branch down Curlew creek to the Republic camp, and the hauling of the Republic ores north for treatment.

Proceeding, Mr. Bodwell referred to Mr. Corbin's past railway enterprises in the Kootenay country and the benefit that they had been in the development of that district, the Red Mountain road from Northport to Rosslund having been built without any bonus whatever, while the Nelson & Fort Sheppard received a land grant from the provincial authorities. It was unnecessary for him to recite the benefits that had accrued to the Kootenay country, and indirectly to all British Columbia through these several roads, and Mr. Corbin now aimed to create still another avenue of service in the development of the mineral areas of Southern British Columbia.

The ore of the Boundary country was as a general rule low grade—not so valu-