

in the Colville valley, who were the keenest competitors for the trade in question.

The C. P. R. had indeed given a \$2 better rate to Kootenay in order to foster agricultural development in this province, and enable the producers to market their wares to the very best advantage. For farm produce from the Coast to Kootenay, a 520-mile haul, the C. P. R. since February 1, 1897, had given a rate of 35 cents a hundred—this being with the distinct object of enabling British Columbia producers to compete successfully for the Kootenay trade, which prior to the C. P. R. taking control of the Columbia & Kootenay steamers had been enjoyed entirely by the producers south of the line.

From the Kamloops section, over 300 miles of a haul, a 30-cent rate had been made; from the Okanagan valley (where there could be no competition, let it be borne in mind), a 25-cent rate; from Kelowna, 28 cents; and from Edmonton, 35 cents. The charge at the same time from the Palouse country, south of the line, to West Kootenay points (a haul of something like 150 miles only), the rate was 45 cents; and from Colville, but 60 miles away, 25 cents. These were open rates, and he left it to the board to say whether or not they did not declare the policy of the C. P. R. for the assistance of the British Columbia farmers.

Mr. Paterson observed that he had been quoted a rate of \$8.30 by the C. P. R. from the Fraser Valley to Revelstoke, which was only about half way to Kootenay; and Mr. Bodwell remarked that the C. P. R.'s Okanagan rate was low because the goods from that section had to compete with goods from the American side hauled over American roads.

MR. J. J. SHALLCROSS.

The last advocate for the Corbin charter and "railway competition" was Mr. J. J. Shallcross, who declared that where the C. P. R. had competition in ore hauling in the Kootenays, a rate of \$6 less per ton was made for a longer haul than for the carriage of similar ore from points where no competition was had.

In the matter before the board he held that two parties were directly interested—the people of Victoria and the people of the Boundary country. The latter were, he understood, unanimously in favor of the proposed competitive line, and he could not see why Victoria should not endorse their stand.

As to the smelter at Northport, he learned that it was at the present time smelting ores from the Rossland camp for less than \$5 per ton, whereas the Trail smelter had formerly charged \$10 and now asked \$7. In the event of the

ore being smelted at home, he asked, would the saving in the cost of the haul and the \$3 per ton rebate on duty be given over to the mine owner? It would not.

If he was wrong and these benefits did accrue to the owners and workers of the mines, and not go into the pockets of the British and United States shareholders of the Canadian Pacific railway, the Canadian smelters would certainly get the business in any event, as a simple business proposition.

Looking at the matter from his standpoint, railway competition both in rates and in quickness of despatch were essential if the merchants of British Columbia were to compete successfully with the business men of Winnipeg and Montreal. What the British Columbia people wanted was a railway that would feed all the smelters on equal terms and give Victoria and Vancouver merchants a fair chance at the business of the new mining districts opened up.

He had no enmity for the C. P. R.; its managers deserved every credit for their enterprise. But at the same time the people of Victoria would also deserve credit for their enterprise if they did all in their power to give the C. P. R. legitimate competition.

As to the safeguard to British Columbia merchants in the government having control of the C. P. R. rates—he failed to see it. The government would be guided by the fact that the greatest influence existed in the East, and would fix the rate so that the most benefit would be enjoyed by the Eastern merchants.

And if, as had been suggested, the Great Northern railway or the Northern Pacific railway did absorb this short line projected by Mr. Corbin as soon as it was completed, would not this be the best possible security for fair rates for Victoria and Vancouver merchants, and the best thing in every way for the province of British Columbia?

He urged in conclusion the negating of the amendment, and the adoption of the original resolution.

Mr. Davies, as the mover of the debate, briefly closed the debate upon it, tracing the history of the several Kootenay enterprises in which he had been associated with Mr. D. C. Corbin, inclusive of the Nelson & Fort Sheppard line, the possibilities of which he had first brought to Mr. Corbin's attention. He replied to the remarks of Mr. McCandless, defending himself from the imputation of personal interest; and in conclusion urged that if it should be deemed best in Victoria's interest to support the application for this charter, an obligation should be made upon Mr. Corbin that he would continue the road up to Penticton,