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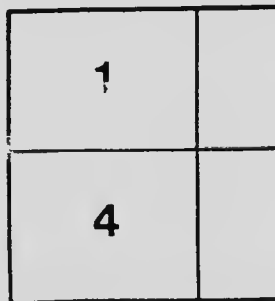
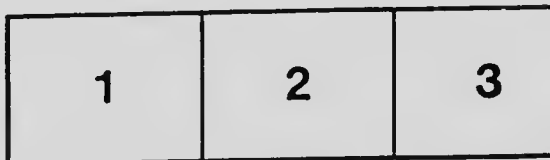
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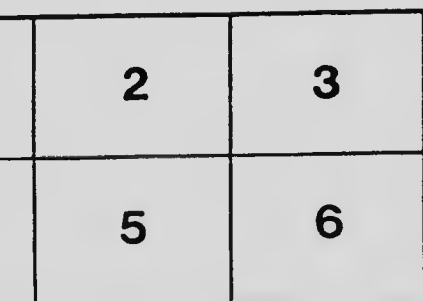
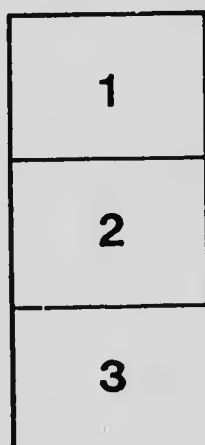
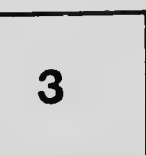
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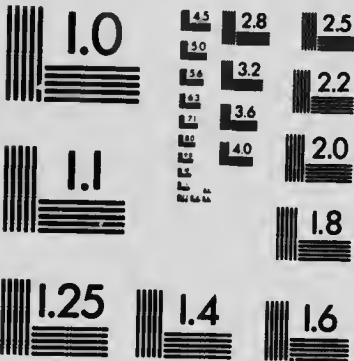
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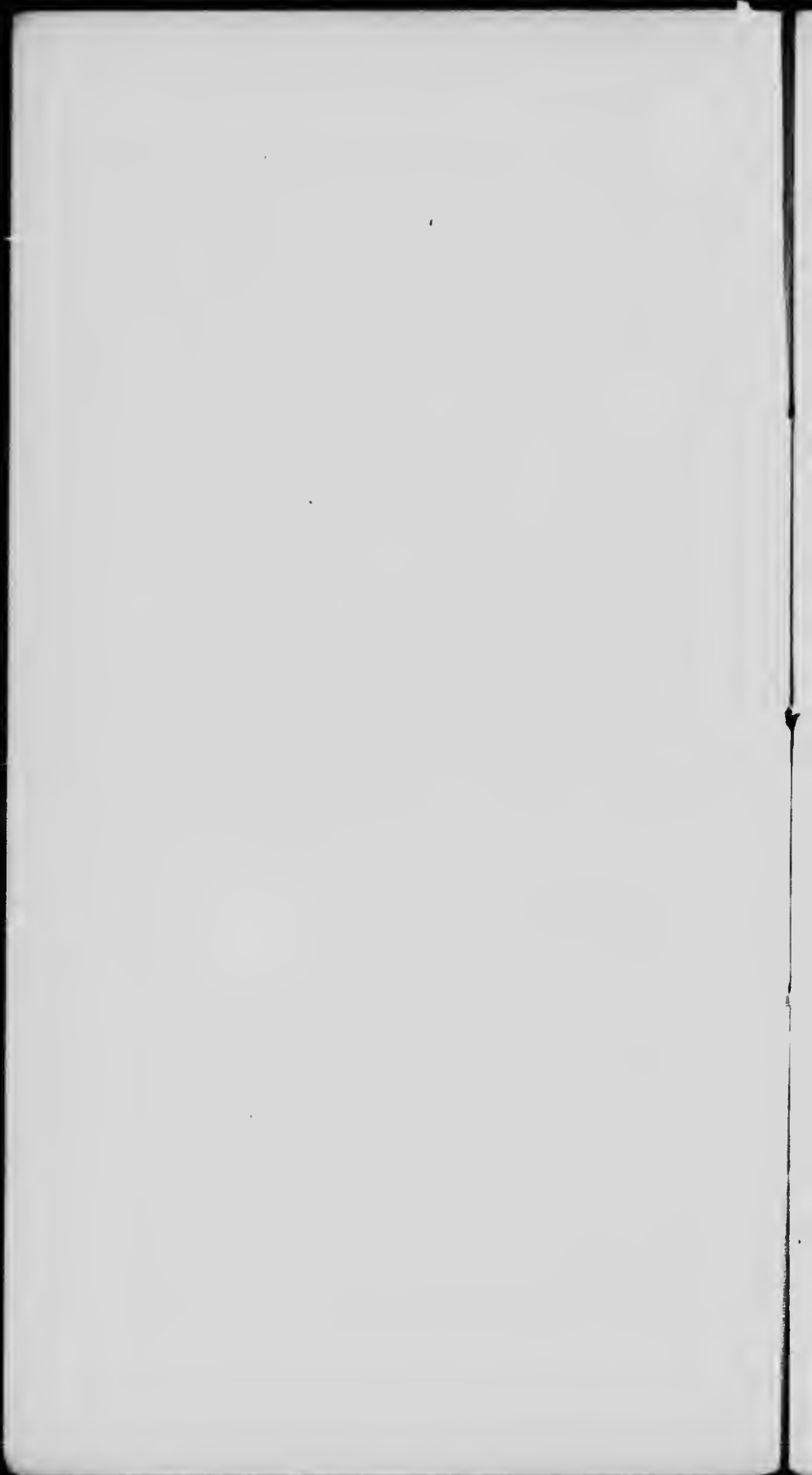
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CROW'S NEST
SOUTHERN
CHARTER



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**PUBLIC OPINION ON
THE CROW'S NEST
SOUTHERN RAIL-
WAY QUESTION**

Sandon Paystreak.



WHEN Canadian Pacific boosters commence to sing patriotic songs it is time for the government to bury its land titles in the horse lot and cache its coin down the well. A hold-up is coming sure, and the country will certainly suffer if there is anything negotiable in sight that the raiders can carry away. Just now the C.P.R. is wildly patriotic in several places. Its loyalty agents at Ottawa are terribly agitated lest James J. Hill and other alien railroaders should get into the Crow's Nest and carry away coal over roads that do not belong to the C.P.R.

The suspicion is gaining ground that the C.P.R.'s loyalty is not the real thing. Some folks are cruel enough to suggest that some distinguished harlots are play-acting patriotism for what there is in it. The government and an appropriation furnishes the corporationists with a chorus, the din of which may drown East Kootenay's request for a free market and smother the Boundary's prayer for competition.

Rossland Miner.

WHEN the champions of a cause are compelled to resort to misrepresentation, it must, indeed, be weak. It has been repeatedly stated by the opponents of the "open door" railway policy that Mr. J. J. Hill, the president of the Great Northern, had or was about to obtain a controlling interest in the Crow's Nest Coal Company. Mr. Robert Jaffray, the vice-president of the Crow's Nest Coal Company, took pains the other day to deny this in one of the coast papers. Mr. Hill, he said, had purchased 30 per cent. of the stock of the coal company, and he further stated that he would never be able to obtain control. Mr. Hill has not at any time endeavored to buy the controlling interest. Indeed Mr. Hill has asserted that the greatest success of the enterprise must be in its continuance under Canadian control. Mr. Jaffray declares in the most emphatic manner that it is the company's intention to see that the B. C. market is supplied to the fullest extent that it is capable of demanding for its needs. Is it likely, he asks, that we would neglect the market at our doors? But that market is not sufficient.

To get the United States market is necessary for the welfare of the Canadian company.

A Market is Needed. There is a chance of a lifetime to get a big market in the United States just now. The chance may be lost if it is not seized at once. The Crow's Nest Coal Company proposes to take advantage of the opportunity, and it wants to build a line of railway from the mines to the boundary to

connect with an extension of the Great Northern.

This denial should be specific enough and emphatic enough to carry conviction of its truth to even those who believe in the truth of the statements made by the mendacious organs which are opposed to the "open door" railway policy. As for the charter for the railway asked for, there should not be the slightest hesitation about granting it, nor would there be were it not for the fact that interested parties are endeavoring to obtain a railway monopoly in this section. The eyes of the Federal government have been opened, and the members see that they cannot afford to longer ignore the petitions of the people of the mining sections of British Columbia for competing railways and for charters for roads over which the surplus products produced in the province can be hauled to profitable markets.

Greenwood Times.



WHEN the C.P.R. goes into a fight there is manufactured a wealth of romance that throws the exploits of Rider Haggard's heroes into the shade. Versatility and ingenuity are two of their strongest qualifications. Take the agitation against the Crow's Nest Pass Coal Company, for instance. At all times and in every quarter of the Dominion reports were circulated that the smelters of British Columbia were on the point of shutting down because they were unable to secure coke and coal from the Crow's Nest Pass Company. The C.P.R. attempted to justify this report by using the Trail smelter, owned by the railway company. Big orders went in from the smelter to the coal company in the attempt to crowd the latter so that it could be telegraphed all over the country that the Trail smelter could not get its orders filled. The coal company was equal to the occasion, and filled the orders so promptly that the smelter had no place to store the supply.

Under the circumstances the management of the Trail smelter telegraphed Paul Johnson of the Greenwood smelter: "Have thirty cars of coke *en route* for which we have no place. Will you take it?" Mr. Johnson replied: "Don't need coke, but will take it off your hands." Here was a glorious opportunity for the C.P.R. Next morning under scare headlines a C.P.R. organ stated: "Shortage of Coke at Greenwood. Thirty cars from Trail sent

to keep the smelter running," etc. After the fake was exploded C. P. R. officials declared they were misrepresented by the newspapers, and admitted the facts as stated above, but not before the sensational report was sent broadcast to prejudice the people of the East.

To use the expressive military term of ex-Mayor Goodeve, of Rosslund, the "Commandeering of trainloads of ore and coke is all done for effect, and not because of any requirements of the local smelters."

Midway Advance.



THE duty of the Provincial Government in regard to the application for a charter to construct the proposed line of railway to the United States boundary from the Crow's Nest Pass coal fields is plain and should be regarded by them as unavoidable. The exhaustless character of the coal deposits in the Crow's Nest district is a fact beyond dispute. Their rapid development is simply dependent on the extensiveness of the demand for the product. The greater the demand is, the greater will be the output. The argument that if a large and increasing market in the United States is secured, the supply needed in British Columbia will fall short, is absurd. At the present time, indeed, misleading reports are being circulated, for interested reasons, that the smelters in this province are suffering from a dearth of coke, and that the coal company is unable to supply the demand. Such statements, however, are without foundation.

* * *

The larger the market and the greater the development the more populous and thriving the district will become, and the more beneficial will be the influence on the whole Dominion. The more speedily the mines are opened up the more immediate will be the period of prosperity thereby induced. Already the towns in the Crow's Nest Pass are little hives of industry drawing vigorous life from the mines, but without increased progress in the mineral development this natural growth will be

retarded and the baneful effect will be felt not in that district alone but throughout the province. On the other hand, should development increase, as it will increase, if the company's plans are not interfered with, the communities which are now small will become large, and will add a great commercial impetus to the natural industrial life of the country. Other towns, too, not yet thought of, will spring into existence and increase the population and wealth of the province.

To-day 312 coke ovens are in operation in Fernie, and these give more than a sufficient supply of coke for the British Columbia smelters now in existence, but if the charter for the railway to the

A Great and Growing Industry.

boundary is granted, immense additions to the plant at this point will be made, and a great sum of money will be expended in opening up the deposits at Michel and Morrissy creek. The coal company has announced its intention of immediately erecting at Fernie 120 more ovens and 50 additional houses, at a cost of \$117,500. At Michel 400 ovens will be erected at a cost of \$300,000; 100 houses at a cost of \$55,000; on plant and mine improvement \$60,000 will be expended, and \$5,000 on offices and storehouses, making a total of \$470,000. At Morrissy creek the following amounts will be the outlay: 200 coke ovens at \$150,000; 150 houses at \$82,500; mine improvement and plant \$60,000, and offices and store \$5,000, or a total of \$297,500. In all, the granting of the charter will be the signal for the expenditure in these three places of \$835,000. This will mean the employment of hundreds of men and

the inauguration of a period of activity in that district which will make itself felt not in the province only, but also in Eastern Canada.

The argument insidiously advanced and industriously circulated that Mr. J. J. Hill of the Great Northern Railway possesses a controlling interest in the coal company has been proven to be without a shadow of truth. Seven-tenths of the stock of the company is owned by resident Canadians who absolutely control all its operations, and whose interests are bound up in the development of this Dominion and of this Dominion exclusively.—*Rossland Miner.*

Phoenix Pioneer.



FREIGHT rates from Nelson to Sandon have been reduced. It is now time to have some of the same welcome medicine applied to boundary freight rates. In some cases they are almost out of sight.

* * *

It's odd how most of the Kootenay and Yale Press are opposed to the C. P. R. on this railway question. Yet it is natural for the C. P. R. to wish to keep a good thing as long as possible. Any business man would do the same.

* * *

The Nelson *Tribune* does not think the decision of the Associated Boards to favor unrestricted railway competition will carry much weight. It is not so long since the *Tribune* was shouting with might and main for the very thing it now bitterly opposes. But Nelson wanted the competition then, and it made a difference.

Fernie Free Press.



IT must be rather galling to some of our Provincial newspapers—even if they are the paid tools of the C.P.R.—to know that they are condemned in their stand on the East Kootenay railway question by every sensible person in British Columbia.

* * *

The business men of British Columbia are alive to the fact that when prominent newspapers come out and support a monopoly which has for years been sucking the life-blood out of the province, there must be something of the nature of the almighty dollar behind their moaning and groaning.

Kamloops Inland Sentinel.

OF a totally different character is the fight between the C.P.R. and the applicants for a charter to construct a railway from Fernie to the international boundary line. There is no request on the part of the applicants for bounty or assistance of any kind; all that is asked for is permission to spend their own money in building the railway. A great hue and cry has been raised against this proposed railway, and the C.P.R. special pleaders have prophesied all manner of evils should the line become an actuality. In discussing this question some time ago, the *Sentinel* suggested that the desire to have an outlet to the American markets appeared to be an ordinary business proposition, and that this supposition was correct is borne out by the remarks of Mr. Jaffray, now in Victoria, in connection with the application for the charter. He took occasion to point out that with a restricted market, any conditions adverse to industrial operations, for example the closing down of smelters (for any of the several reasons that might result in this happening), the Crow's Nest coal mines cannot be properly or profitably developed. It was owing to the shutting down of B. C. smelters that the Crow's Nest Coal Co. looked for, and found, an outside market, and it is now their desire to gain ready access to it. With this added market there would be a great demand for both coal and coke, and with an output of from 6,000 to 10,000 tons of coal a day, the shutting down of a few smelters here or there would not

materially influence the Coal Company, as at present all the B. C. smelters only take from 500 to 550 tons a day, and such a thing as a local coal and coke scarcity would be impossible.

* * *

A favorite plea of the opponents of the Fernie line is that it would be used to build up the smelting industry

Excuses for Obstruction. across the border at the expense of the B. C. smelters.

It will no doubt greatly relieve the anxiety of these people to learn that there is on the tapis a scheme for the erection of a smelter at Fernie itself, and that the promoters of the scheme are Americans. Much that is untrue and misleading has been bruited about by the opponents of the charter, and Mr. Jaffray has since his recent arrival in the Province, by plainly setting forth his side of the story, dissipated much of the cloud of misrepresentation that has been raised about this subject.

* * *

A larger market for Crow's Nest coal means an increased output; this in turn entails more workmen and the building up of existing and new towns in the vicinity of the coal mines. Increase of population—a wage-earning population—and an output of 6,000 tons of coal would mean a daily wage bill of about \$8,000 to \$10,000—is the great stimulus to trade, and every line of business, even the C.P.R., the principal opponent of the proposed railway, would reap the benefit. On the other hand, with a restricted market, the converse of this obtains. It becomes, then, simply a question of whether we want to reach out and en-

courage trade and commerce, and the development of our resources. If this is our desire, if we wish to see outside capital invested in our industries, and the development of our resources, new towns spring up and become important centres of population, it is essential that every consideration be given to the reasonable requests of business men who come forward with business propositions which will bring about such results.

Fort Steele Prospector.

THE output of the Fernie mines at the present time exceeds the demand ; the production in 1900 was about 230,477 tons. The largest output for any month since the mines were in operation was the past month, February. The output is being increased monthly at the rate of ten per cent., which is a daily increase of 150 tons, or 4,500 tons per month. When the Michel mines are furnished with transportation the output will be still further increased by a daily production of between three and four thousand tons.

* * *

If no market can be obtained for this immense output of coal what will be the immediate result? The closing down of the mines to a point of actual demand, the closing down of progressive and actual development of these extensive coal fields, the erection of coke ovens discontinued, and the discharge of all labor, except sufficient to supply actual demand.

* * *

Thus by unwise legislation on the part of both Dominion and Provincial legislatures can the largest and most important industry in south-east Kootenay be crippled, and forced to plod along, keeping pace with a demand of not more than two to three thousand tons per day, when its daily output should exceed 10,000 tons.

* * *

Unwise legislation on the part of the

Provincial legislature in this matter will create unforeseen trouble, per-
Dangers of haps international complica-
Obstruction. tions, besides cutting off a large and constantly increasing revenue, ten cents per ton royalty, which on 10,000 tons will amount to \$1,000 per day, or \$300,000 a year. The coal company are paying a royalty of \$140 daily at the present time on an output of 1,400 tons.

* * *

The chief market for the coal mined on Vancouver Island is San Francisco, and the Pacific Coast States. "Can you put a Chinese wall around the Fernie coal mines, and not prohibit the export of coal from the Vancouver Island mines?" And would the United States government allow this province to prohibit the export of coal into Montana and Washington, and also allow the export of Vancouver Island coal into the Pacific Coast States.

Victoria Times.

AT Ottawa the other day the Minister of Railways said that for the full development of the Great West it might be necessary to multiply railways by the hundredfold. An application is now before the Legislature for a charter for a railway, which, if granted, will result in something approaching to fair development of the Crow's Nest coal fields. The proprietors of that property are asking for privileges which have been enjoyed by the coast coal men ever since the discovery of the fuel on this island. The exploitation of these fields has been of great benefit to us; in fact, they were for years almost the only source of our commercial life. How can we consistently refuse to extend to the interior all the business privileges which we ourselves enjoy? The patriotic cry is a humbug. The Government knows it is a humbug. There is not a man of common sense in British Columbia—including those who were instrumental in raising it—but knows it to be the most utterly nonsensical kind of a humbug. Coal or coke placed upon cars have reached their highest form of development. No possible process to which they may be subjected can increase or add to their value.

We have the word of the prospective proprietors of one of our smelters that only by the granting of this charter can the smelting industries of British Columbia be guaranteed a permanent, adequate supply of coke. There is not a man in Canada acquainted with Elias Rogers, the

Smelting enterprises in sight.

President of the Crow's Nest Coal Company, a gentleman of good old Quaker stock, but knows his word is as good as his bond ; and if there is one member of the British Columbia Legislature who really was led to believe that our industries would be placed in jeopardy by the building of a line from the coal fields to the southern border, the testimony placed before the Railway Committee to-day should restore him to his right mind.

Manitoba has taken great chances to rid herself of railway monopoly after several years of experience of it. If the Government of this Province has determined upon perpetuating what is admittedly an evil, however gently the monopoly may exercise its powers, it cannot but have considerable difficulty when the time comes in justifying itself to the people.

Vancouver World.



SOME of the London newspapers, notably the *Canadian Gazette* and the *B. C. Review*, are a little too hard on the local correspondent of the London *Daily Mail*. Did they know personally that esteemed member of the Vancouver newspaper corps they would find him a very capable, conscientious and careful man. The *Review* says: "The *Daily Mail* published a very mischievous cable from their own correspondent in Vancouver. The writer refers to the rumor that the recent purchase of an interest in the Crow's Nest Pass Coal Company by Mr. J. J. Hill, of the Great Northern, is part of a scheme for raising the price of fuel in British Columbia, in which the American Smelting Trust and the Standard Oil Company are said to be interested. Anyone with a knowledge of British Columbian matters can see that it is merely a weapon used by one of the parties interested in the keen struggle for coal fields, which is now taking place in British Columbia, and it is greatly to be regretted that our contemporary has permitted its columns to be used for this purpose.

"The Standard Oil Company is a bogey which is always held up before Canadians when local wire-pullers are anxious to force the hand of the Government, and as the American Smelting Trust has recently shown itself somewhat inimical to the interests of the miners in the Slovan, their name has been added to give greater weight. The desire of Mr. Hill to ensure

a supply of good coal by entering into relations with the Crow's Nest Pass coal fields is most natural and will probably have the effect of lowering the cost of fuel to the British Columbia smelters, and he certainly has nothing to gain by retarding mining development in British Columbia, from whose mines he expects a considerable tonnage over his system. As he is interested in the new line, the Victoria, Vancouver and Eastern Railway, it is important that he should have an assured coal supply, and to prevent this, other parties are making strenuous efforts—apparently without success, otherwise it is doubtful if this inaccurate and misleading paragraph would have appeared in the London press."

Winnipeg Free Press.



IF there is any argument put forward by the opponents of the policy of the "open door" in railways it is based on the plea that the smelters in British Columbia need all the coal that can be produced in the Crow's Nest Pass. The associated boards of trade met in the city of Greenwood, which contains two smelters, and the overwhelming vote, therefore, in favor of the granting of the charter is proof positive that the smelting towns of Southern British Columbia are in no way afraid of the result of the building of a line connecting with the Great Northern. The coal beds in the Crow's Nest Pass are practically inexhaustible. It is estimated that the coal area in that part of the country would permit of an output of 10,000 tons per day for over 6,000 years. At the present moment the output of coal there is not very large, but the company intend expending immediately \$835,000 to increase the output, which it has already in the treasury for this purpose, exclusive of the railway project. It is intended to build at Fernie, Michel, and at a third suitable point, 720 coke ovens, involving an expenditure of over half a million dollars under this head alone. The company will then have 1,032 ovens which will increase its capacity for coke production from 450 tons per day as at present to more than 1,500 tons per day. The present demand of British Columbia, or anything immediately in prospect, would not justify any such expenditure as the company propose to make, and in order that the development of these coal beds

may be proceeded with it is claimed to be absolutely necessary to obtain access to the American markets. There ought to be no difficulty in making it incumbent on those shipping coal and coke to supply the British Columbia market with all that is required, and assuredly then there can be no objection to shipping the remainder to the United States.

It is said by those in a position to know that the smelters now in operation in British

**The Local
Demand is
Small.**

Columbia require only about 300 tons of coke per day. With the proposed railway connection there will be furnished a market which means from five to six thousand tons of coke per day. All this would mean an employment of thousands of men and the establishment and development of the great industries which ought to furnish a very valuable market for the agricultural and ranching productions of the North-West Territories. There has never been the slightest objection to the manufacturers and merchants of Ontario and Quebec and the Maritime Provinces finding a market for their products in the United States, and as a matter of fact that country took from Canada last year over \$68,000,000 worth of stuff. It is certainly against the policy of the present parliament to restrict or confine trade, and if the people most interested, as represented in the Greenwood convention, desire access to these markets and wish for additional railway accommodation and additional transportation, we trust that the House of Commons will have no difficulty in seeing through the pretensions of those who are trying to make us believe that it is an unpatriotic thing to

permit the building of a railway by private enterprise and with private money which will have such an important effect on developing the natural resources of this country and in building up great industries and thriving cities to the north of the international boundary.

Toronto World.



THE smelting prospects that would be opened up by the proposed railway connection between the Crow's Nest Pass coal fields and the Great Northern system seem very troublesome to the opponents of that railway project. It is urged as an excuse for obstruction that smelting enterprises can succeed on the Canadian side under a policy of isolation, and that the proposed railway connection would not improve Canadian smelting prospects. If this were true, if smelting could succeed under a policy of railway monopoly and isolation, if smelting prospects would not be improved by the proposed railway link, it would not justify Parliament in refusing a charter. But as this is the only argument advanced in opposition, it may be worth while to show how fallacious it is. It is admitted that dry ores bearing silver, require, as a blend, the lead or wet ores, such as are found in abundance throughout the country adjacent to the Crow's Nest Pass coal fields, but the advocates of isolation urge that there is a well-defined belt of dry ore on the Canadian side that will be developed as soon as the demand arises. This is true, and it is a fortunate circumstance for the Kootenay country, but the dry ores so far developed are not of the high grade necessary to make a profitable blend with the Canadian lead ores.

* * *

A smelting expert must consider finan-

cial as well as chemical results. If the pig lead which he turns out is low in silver and gold, it costs quite as much for transportation to the refineries, and

**Some
Smelting
Problems.**

also for refining, as if it were rich in precious metals. The richer his blends the lower is his proportionate outlay for the subsequent process of refining or separating the precious metals from the lead. The limit of richness in his blends is fixed by the ore available, and by the necessity of making a mixture that will melt without wasting fuel. Another difficulty in regard to blending Canadian wet and dry ores is that the latter frequently contain copper, which makes an undesirable mixture with silver-lead ores. The fact that many Canadian dry ores are low-grade and contain copper is not said in disparagement of them. It merely shows that they are not the ores required for a profitable blend with the lead ores of the Kootenay country. They will be required by smelting experts, and will find markets where their special ingredients happen to be in demand. Canadian ores now find a market not only at various points in the United States but as far south as Peru. Markets must be as varied as the chemical composition of the ores from different mines. Ore from one mine may find a market close at hand, whereas from another mine adjacent it may have to be transported to another continent. This shows the absolute need of freedom in transportation and commerce for the adequate development of mining and smelting.

* * *

The dry ores required to make a profit-

771

able blend with the wet ores from the North Star and St. Eugene mines are scattered abundantly through the adjacent states close to the Canadian bound-

**Best
Location for
a Smelter.**

ary. This is a fortunate accident so far as the Crow's Nest Pass coal district is concerned. The coke and lime are there in abundance. The lead ores are close at hand, and the proposed railway link is all that is required to make Ferris the most advantageous place for assembling these with the high-grade dry ores. Ore can be marketed only as it is required to make profitable smelting blends. The Monte Cristo mine, near Everett on Puget Sound, is an example of a promising mine, backed by abundant capital, failing to reach the market. The development of that mine, and the building of a railway to it from Everett, involved an outlay of a million and a half dollars. The Everett smelter was built to treat its ores, but they proved so refractory with such blends as were available that the mine has been virtually abandoned for two years. The Everett smelter is treating ore from other American mines, and is also using some Canadian ore. In time the Monte Cristo ores will find workable and profitable blends, but development must wait for such discovery. The temporary failure of this mine and the seemingly promiscuous shipment of ores in all directions show the need of freedom in transportation facilities in opening markets for our mineral resources. When experts are baffled in their efforts to secure the ingredients necessary to make use of such ores, it is sheer nonsense for newspapers to pronounce as to where and how our ores are

to be smelted. Our policy should be to give the greatest possible freedom in transportation that the greatest possible output of ore may be made available. When that policy opens the prospects of a smelting enterprise, as at Fernie, we must regard it as a piece of additional good fortune. The Clergue enterprises in New Ontario, including railways, pulp mills, mines and smelters, have in prospect a pay-roll of \$10,000 per day. Enterprises as extensive and a pay-roll as large are in prospect in the Crow's Nest Pass district. How would we like to have the needed railway connections in New Ontario prohibited by British Columbia votes?





