

action on his department. In this he was wholly misleading. This government did not attempt to do anything of the kind. It is true we held that the Dominion government was responsible for the protection of the river bank, but not for the work not having gone on, which was another and different matter. I did point out, however, that in refusing NOW to co-operate with the province simply as a question of etiquette, the Minister would be responsible for any loss that might occur. I hold it to be the most childish, not to say culpable, thing of which a minister of the Crown could be guilty, when wholesale destruction of property was threatened, to hold back on a point of ethics. The estimate of the engineer for a complete job was \$45,000; but in view of the great and imminent danger to the province, we took it in hand and did a portion sufficient for protection, at its own cost. The work was performed expeditiously and well, and I am glad it has been successful in withstanding the high water.

For the Electors to Decide.

This was the only conflict or irritation of any kind that has occurred between the two governments, and as to the nature of the discourtesy in this case, and the responsibility for it which is alleged, I leave you, the electorate, to judge. I have referred to the relations of the Provincial and Dominion government as at present constituted to show you that our efforts and our desire have been to foster goodwill and to advance co-operation in matters of mutual interest and benefit, so far as by any acts of it was possible to achieve that end.

BETTER TERMS FOR BRITISH COLUMBIA.

This leads me to the consideration of our relations with the Dominion in a general and constitutional way, and into which the question of partizan politics does and should not enter; but nevertheless of very great moment. It is not a question of one administration or the other being in power at Ottawa. It is a question affecting the whole future of British Columbia and her rights as a pro-

vince. At the time of Confederation the representatives of British Columbia made a good bargain so far as they could see then, but they could not possibly foresee how every detail would work out. The Dominion fulfilled its part of the arrangement, perhaps not to the letter, but so far as the essence of the contract is concerned. I find no fault with that, nor do I wish now to act the part of agitator or fomentor of unrest or dissatisfaction; however, under new conditions and in the light of new developments we see that this province is paying more than its share, is contributing in a greater degree than it receives annually, after allowing for all reasonable charges for cost of government and general expenses.

The Railway Situation.

I wish to refer more particularly to the railway situation, which is involved with this subject. There is concurrent jurisdiction in railway matters between the Province and the Dominion, and as the railway problem is coming to, and will soon, be THE problem of politics in this Province, I foresee conflict. In addition to that there should be a well defined ratio of support or assistance to railways, which we all admit, are of the most vital importance to this country. The government in its railway policy of last session endeavored to establish a ratio of two to one as between the Dominion and this Province. But that may not be a correct ratio. In my opinion it is far too low, considering all the benefits the Dominion derives from railway construction in this Province, particularly in the matter of customs revenue. If the Province had control of its own customs revenue, it could build its own railways without outside assistance on any railway policy it might choose to adopt, because there has been recently an excess of nearly one million dollars annually over what is received back in the form of expenditure from the Dominion. You will plainly see how our interests are affected by such an arrangement. More than that, the government of this Province in the matter of assisting railways is practical-