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There is another circumstance which I deem it necessary to mention, in connection with any arbitrary appearance of the Act, that is true that the Act is within the jurisdiction of the provincial Legislature, but that it is of national importance. I shall not dwell now upon the national aspect of the proposition, but I shall simply express my down the proposition; that if that legislation is of national concern and if it affects the commerce of the country, it is a matter of large, when I say we are justified in scrutinizing it. And, if after scrutinizing the proposition, we find that it is of national importance, we have a right to annul it. It has been passed recklessly, and hastily, and rashly, without properly safeguarding the rights of the people, and without the consideration of the power to annul it which is given us under the constitution.

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leashed, but with the grant of a monopoly. Now, as you know well, the Kootenay country has received a great amount of fame on account of the gold and silver which the truth were told, Roseland is really rather a copper camp than a gold camp. The country is full of enormous value, and there is no doubt that it is rich in all kinds of minerals. The monopoly of this company is necessarily very important. But it has a still more serious feature. In the Kootenay country there is gold and silver, but in that country are not found native, but are mixed with iron, copper and lead. So that, accident in those places where the gold is free-milling or where the silver is native, the company before he can mine gold or silver at all. The case I cited a few minutes ago is not an isolated case, it is exactly analogous to this. There are very valuable mineral bodies in Vancouver Island. So that, accident islands, but they cannot be worked and are not worked to-day, although many of them are rich in minerals. Now, those is the Kootenay country—why? Because when it prospectors go out and finds a lead, if it does not go into the hands of the company to deal with this Esquimaut and Nanaimo Railway company, because that company has the monopoly of the country, which are alloyed with the gold and silver, and it exacts terms and conditions which are so onerous that it is not only a prospecter to comply with. Not only is this company given the base right of monopoly, but it is given to it with the timber, which is of enormous value.

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company; they have a subsidy that will warrant them in building this line at thousands of times over. But, Sir, you are asking for aid. But, Sir, do you think for one minute that the Government will give extraordinary privileges which they now enjoy if extended whatever rates they may please? But, Sir, the Government will not give the mere privilege that they would get from the Government for this road. If they are to have a concession from them, what means can this Parliament and this Government use? Absolutely none. But there are those who say: "We will put conditions upon their running rates. Mr. Speaker, you cannot do it. That matter was sealed when we gave the concession." But, Sir, I say to some say again: We will appoint commissioners who will have control over the rates. But, Sir, I say to you that cannot be done, as I said before, and for reasons previously given.

But, Sir, I have believed that these concessions could have been obtained: I might have been deceived. But, Sir, I have been deceived upon the Canadian Pacific Railway, which would have produced a similar result. I have been deceived at one time that commissioners could have been appointed who would have controlled the rates. But, Sir, after what we have seen in this country since this question became a subject for discussion, I have concluded from believing that any longer.

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Railway monopoly, to-day going about the country trying to pacify public opinion, and to get the people to remain quiet until this new yoke of bondage is fastened securely. Names will occur to you without my mentioning them, when we see papers like these, advocate the extraction of the Canadian Pacific from the C. P. Railway, and dwelling upon the probable faithfulness of commissioners, we get acquainted with the utmost suspicion. What does it mean, then, if this Act is passed, that the whole trade and commerce of British Columbia will be handed over to the Canadian Pacific Railway. There will be no protest, no resistance, no voice, with all its promise of glorious future possibilities, will be handed over to the Canadian Pacific Railway. It can be seen that, unfortunately in the past, has been characterized by corruption, ex-

**Another Reason or Disallowance**

Now, sir, I come to another reason for disallowing this bill. If this Act is not disallowed, the Government can never build this road and, consequently, the Government will have no railway transportation in the west. What I mean by that is this: If the Government cannot build this line, the Canadian Pacific Railway have ample warrant to build that line under the Canadian Pacific Railway Act. The British Columbia Legislature and aid from the British Government will build that line. The Government will build the line under that, as they undoubtedly will, whether assisted by the British Government or not. It will be out of the hands of this Parliament and the Government forever. Now, I say that is a very serious matter, and that argument a fallacy. It is necessary to prove, in the first place, that the Government cannot build this line, and that no other parties than the Government can build it. In the second place, that the Government have the authority of that line. There can be no two opinions. The Canadian Pacific Railway Company, in its annual report, have stated most emphatically that the trade of that district

The Trade at the present time is of such importance that it is keeping the Government in a constant anxiety to the south. It has built up one or two large cities there, and there can be no doubt that the Government will be able to stand from the standpoint of trade, and for the purpose of opening up a new and fertile country, and for the purpose of that no other parties than the Government could build that line. I will not argue that the Government is not entitled to the Government owning the road, further than to say that I believe that all these great systems of public conveyance should be held by the public and should be controlled by the Government for the benefit of the people. Especially that is the case in a new country like British Columbia, a country where the Government has a right to hold that it is at any time right for Governments to own railways and roads, and that it is the duty of the people, it is especially desirable in the present case, it is especially desirable that the Government should own the road. Fortunately several reasons why the Government should build this road. The first one is that the United States is paying investment. Now, I know by the experience of this country in past years that the Government has not been very profitable. Naturally the Intercolonial Railway will loom up before your minds, and I know that the Government is being run by the country in the working of that railway. But, sir, there is no comparison between the working of the Intercolonial Railway and this proposed line. The Intercolonial Railway was built more for the purpose of increasing the trade, the creation of political expediency at the time; and since it has been built it has had the effect of creating a commercial and business line, as a political

may think there would be by this proposed line. But there is another good reason why the Government should build this line, namely, that it is a matter of national concern. It is not a line that is going to take away the advantages which will accrue from the building of that line which will connect the coast of British Columbia with the interior of Canada. Now, my first reason for saying that, is the industry to which the line which it will open up. There can be no one so dead to national spirit as to be so stupid as to neglect an industry which is being made in the development of mineral wealth in British Columbia.

**The Government Should Retain the Pass.**

There is another reason, and I press on the Government, with regard to this matter, to consider it as a national undertaking, and that is that thereby they would retain in their hands the line which is the only means of access to British Columbia, and it is the duty of the Government to retain that last available pass in the interest of that province and in the interest of Canada.

But what I am coming to is this. There seems to be the opinion that the Railway has been of immense advantage to British Columbia. Well, Mr. Speaker, I am sure of that. But the advantage it should have been in the first place, it was not built speedily enough. British

Columbians had other means of access to the eastern world. They had the American lines, and as a matter of fact, a great number of the merchant vessels of the United States public. British Columbia actually prefer the American lines to those of the British Empire.

The Canadian Pacific Railway was not built in a way to conduce to the development of the interior of British Columbia. We all know that the company imported hordes of Chinese laborers to build the line, and that these people have remained with us ever since. They have kept out white settlers from coming in and filling up the country with their own kind. Not only was the Canadian Pacific Railway built in having no regard to the future of the country, since the line has been built it has not been run in the interests of the country.

When the enter Confederation and demanded in condemnation of the Pacific Railway, they contemplated a railway which would be run from one coast to the other, and that it would be of enormous value to the province. They did not imagine for a moment that they would have to grant enormous subsidies and franchises to a company without any other consideration than the trip by which we could compel them to operate their line to the advantage of the interior.

The Canadian Pacific Railway has been built by means of enormous subsidies and franchises, and the company are absolutely independent of Parliament or anybody else as regards the question to satisfy the public interest.

Let me revert again to the question, and I do not believe there are many in the House or out of it who would consider a commercial enterprise which is not to be considered from a national point of view. I believe that the Government should build this line through the Crow's Nest Pass, and it is this: In the next few years there will be a great influx of population into that district. As a matter of fact the country is already being opened up sufficient to give adequate employment to the people who will pour into it, although in a year or two the country will have developed to such an extent as to accommodate and occupy a large population of a million or more, and a million of people. But during the coming summer, it is likely there will not be sufficient employment for the people who will rush in there, and the matter is of national concern in this way. I believe that the Government should build this line and repeat their old policy of importing the worst class of labor to build it, the worst class of labor, and that the white settlers who will pour into that country will have no means of getting their labor, and they will simply have to leave it alone. If the Government would take hold of this summer's work, and build the line, the worst class of labor should be built, by white labor, in the course of a year or two after the road is constructed, the two classes of labor would be mixed, and there would become permanent and profitable settlers.

have endeavored to advance a few of the reasons why it is desirable to disallow this Act. I do not know if I have said all that I have to say, but I submit that there is a calamity impending on that country unless this Bill is a province of enormous wealth. It has natural resources which are not being developed, and it is the home of the same extent in the world. But while we have natural resources, we have millions of people happy and prosperous; yet the fact must be apparent to every one that the present legislation of this kind to stand it will create monopolies not only on the health but on the price of the necessities of life. We will be withholding from the people the opportunities of bettering their lot in this country, and will destroy the brilliant future which awaits it. If its natural resources are not developed in a free, natural and liberal manner. The question is, is it the duty of Parliament to do this? Is the matter? Are you going to strike the shackles of the young western provinces? Are you going to do this? I am afraid of the principle of non-interference? You cannot escape responsibility in this matter. I am sure that you will draw your attention, and it now rests with this Parliament either to make the mistake of non-interference, or to do as a British Columbian, and proud of that province, and I would be among the first to support the principle of non-interference with the constitutional rights of that province. But I fear that the British Columbian is not here, because I have unbounded faith in the future of that country, it is better than any other country in the world. The only course open to me, as a Liberal, is the one I have taken. I hope that the House will take the matter in hand and deal with it in a proper spirit, such as we have in this country, such as will make manifest their desire to do what is right. I am sure that the people of this country are free from the incubus which threatens their ruin. I hope, therefore, that the House will take the matter in hand and run this line and operating it for the

general advantage of the people as a whole, will disallow this Act, and disallow it as a necessary first step to give back to the people of the province the enormous part of their heritage which has been wrested from it by the gang of plunderers, for we can call them nothing else, who now unfortunately control the destinies of that great province.

**Other Speakers Favor Disfranchisement.**—The hon. member from Vancouver has dealt with this matter very fully, and that what he has said is the view of the people of British Columbia. The people of British Columbia are deeply interested in this question, and are anxiously watching to see what course the Government will adopt; although they are not in a position to do so, or to increase the difficulties of the Government in dealing with this question. It is a very serious question for the country, and they think that if the Government are to be the representatives of the people throughout the province and indeed of the whole Northwest, that they should be interested and be consulted, and the Government would grant no monopoly to any contractor, but that they should be the development of that country.

I think the hon. member for Vancouver has said all that is possible on the whole subject very well, and I hope that the Government will pay attention to what he has said, and that this debate will place before the House and the people of the country generally the views of the people of the province in regard to it.

**Evidence of Dissatisfaction.**

Mr. Macdonald, and pretending to understand somewhat cases which are being made, and he says, "I must say that I have great diffidence in asking this House to vote for this bill," and he says, "I am sure if I find this House to proceed on constitutional grounds." However, as the bill is not a bill, it is not a bill, and being made from time to time against this piece of legislation on the part of the House, and he says, "On all sides there are evidences of disaffection, which I cannot ignore," and, although he says, "I say that this House cannot ignore them," at the same time they are evidences of disaffection, and he is making use of them on this subject, and he says, "I am sure, after hearing the facts, and supplementing those already given by the hon. member for Kamloops (Mr. Hootcock), to decide whether it shall be the policy of this House to pass this Act or not. Now, we have The Province, a paper of a great deal of interest, in the Province, in the last number, stating this:

If the Dominion Government will extend the charter of the British Columbia Southern Railway charter, it will make more friends in the Province than it will make enemies. Liberalism than it possibly wots of.

That is really the gist of the feeling throughout the Province of British Columbia. The Kamloops Sentinel, another influential and ably edited paper, has a similar expression of opinion. The Government to disallow this charter.

Long resolutions are set out in that paper, and they are all in the same press, no doubt, the opinion of the Province, the electorate in the vicinity of Kamloops. On every hand we find these murmurings against this bill, and it is not only in the Kamloops Daily Times, one of the leading papers of that city, also holds very strong views against this bill, and the number which has reached us I find the

Following the disallowance of the British Columbia Southern Railway Company's charter, the remedy proposed was to purchase the monopoly, the situation; and if that remedy can be justified on grounds of public policy, the Government is bound to proceed to act aggressively with the Crow's Nest Railway, having its terminus at the Coast.

I just refer to those to show the feeling that exists in the province of British Columbia with regard to this measure.

**The Country's Interests Bartered Away.**

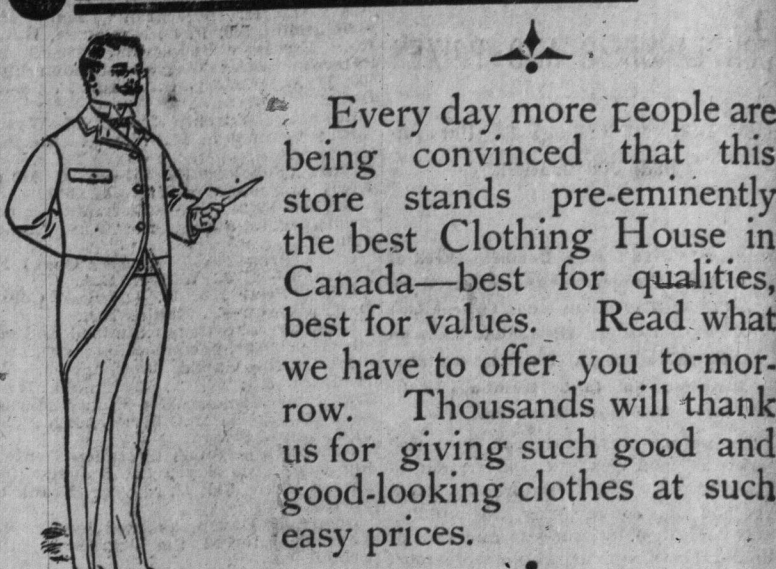
Mr. Spruille: Under these considerations, I am not prepared to answer to this question carelessly, and not allow the country's interests to be bartered away to the benefit of those who are ready to do whatever will bring money into their own pockets. The Government is not prepared to express, that some members of this honorable House and the Senate are directly or indirectly connected with the monopoly control public organs have either authorized or hypnotized those organs, and that they have been ready to give this opinion; leads me to express the opinion that the Government should be very careful not to lay hands over this undertaking to a corporation and extend a monopoly already established, and which if extended will be injurious to the extent of the power placed in

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M. Temple, Mr. Grant Ridout, Mrs.

George Kerr, Mrs. W. H. Eakins, Mr. G. G. Eakins, Miss Josephine Macalean, Dr. Stevenson, Mr. Ritchie, Mr. John C. Kemp, Mr. David Kemp, Mr. Ian Maclean, Mr. Edmund Morris, Mrs. Morris, Mrs. Harold Morris, Mr. Jeremiah Merritt, Mrs. Mack, Dr. James, Mrs. Swaggett, Mr. Galloway.

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