



DISSOLUTION ANNOUNCED, ELECTION NOV. 25TH

McBRIDE HAS RAILWAY POLICY GIVES FEATURES OF CONTRACT WITH MANN

Will Also Assist Kettle Valley Railway in Southern Sections.

(From Wednesday's Daily.)
This morning Premier McBride announced the dissolution of the present House and his proposal to appeal to the country on a railway policy.
The policy he proposes is to guarantee the bonds on the Canada Northern from Yellowhead to Vancouver at the rate of 4 per cent. on \$55,000 a mile, taking a first mortgage on the roadbed as security.

He suggests a connection with Victoria by steamer and ferry, and the incorporation of the Esquimalt and Barkley Sound road in the Canadian Northern system.

His agreement will, when published, doubtless indicate the details which were lacking this morning.

The Premier's statement is as follows:

"We have entered into a contract with the Canadian Northern Railway for the construction of a road from the Yellow Head Pass to Kamloops by way of the North Thompson river, from Kamloops to Westminster and Vancouver from a point near Vancouver to English Bluff, to make a first class connection with Victoria, both for passengers and freight and to build a railway from Victoria to Barkley Sound. This distance in all will be about 800 miles. To assist the company in the construction of this road, which will cost at least about \$50,000 per mile, the government will ask the Legislature to guarantee interest at 4 per cent. upon \$55,000 per mile. For security the province will hold a first mortgage on the line of railway in British Columbia, and will have a covenant from the Canadian Northern Railway Company, indemnifying it against any loss that might possibly occur. By the time this railway is finished the Canadian Northern will have at least 5,000 miles of railway through a highly productive country. I may mention that this company has already obtained guarantees from provincial governments of interest on its bonds, and has never defaulted in the interest, so that provinces giving the guarantees have never been called upon to pay a single dollar. I am confident that this experience will be repeated in British Columbia, and that we will secure the construction of this highly important railway without the outlay of any public money whatever.

"The railway is to be first-class in every respect. No Asiatics are to be employed and the standard rates of wages are to be paid. Work will be begun within three months after the consent of the Lieutenant-Governor has been given to the bill, and the whole line will be completed from Yellow Head Pass to Barkley Sound within four years. From Yellow Head Pass the Canadian Northern will extend to Edmonton, a large part of the line being already completed, and will be in connection with the whole Canadian Northern system, which will be by that time a transcontinental railway in the fullest sense of the term.

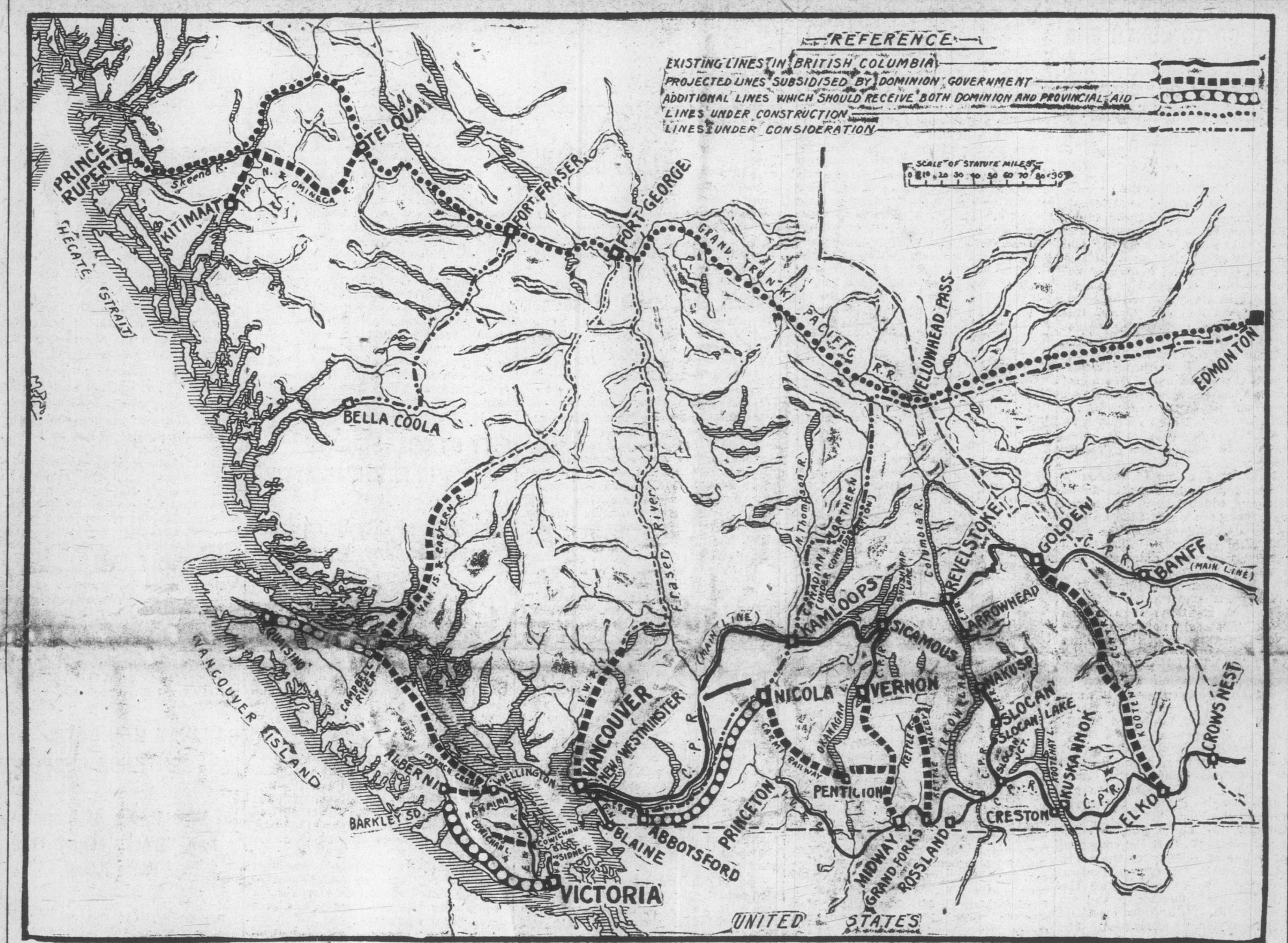
"Part of the agreement has also been reached with the Kettle River Valley Railway Company for the construction of a line from Midway to Nicola, where connection will be made with a branch of the Canadian Pacific. The Kettle River Valley Railway Company has a subsidy from the Dominion government for the construction of a line between these points, and the provincial government has agreed to revive the old Midway and Vernon subsidy of \$5,000 per mile for 150 miles, and apply it to the route referred to, which will entail a cash subsidy of \$750,000, which would call for an interest charge of \$22,500 per year, but the company agrees to pay taxes on the 150 miles subsidies, which will reduce the interest to \$3,000 per year. For this relatively small sum the province will secure the construction of 260 miles of railway through a productive part of the province. It will pass through Pentiction and Aspen Grove, where there are large copper mines, will make a detour to the south for the purpose of obtaining easy grades until it comes within six miles of Princeton, where it will swing northward to Nicola.

"This railway, in connection with the Nicola branch of the Canadian Pacific, will provide through all-rail route to the boundary country and the Kootenay, give a new rail line to Spokane from the British Columbia coast cities, and in short link connecting up existing lines, supply what will be to all intents and purposes a new transcontinental railway.

"Thus it will be seen that the government has been able to secure the construction of 860 miles of railway at an annual cost of \$9,000 per year, and thereby open a large and productive portion of the province from which a great revenue will be derived in royalties and taxes, besides promoting a rapid settlement of that portion of the province through which the roads will run.

"Speaking generally I may say that one of the matters which the gov- (Concluded on page 12.)

Leader Oliver's Policy Means a Thousand Miles of Railroad



- EXISTING LINES IN BRITISH COLUMBIA**
- C. P. R. main line from Banff to Vancouver.
 - Crow's Nest (C. P. R.), Crow's Nest to Kuskonook.
 - C. P. R. from Creston to Midway and Rossland.
 - Branch C. P. R. Revelstoke to Arrowhead.
 - Sicamous to Vernon.
 - Nakusp to Slocan.
 - Slocan Junction to Slocan Lake.
 - V. & S. Victoria to Sidney.
 - E. & N. Victoria to Wellington.
 - Great Northern, Vancouver to Blaine.
 - V. V. & E. New Westminster to Abbotsford.
 - V. V. & E., Princeton, via Similkameen to Boundary.
 - Under construction—G. T. P.—Yellowhead to Prince Rupert—700 miles.
- PROJECTED LINES SUBSIDIZED BY DOMINION GOVERNMENT**
- *Kootenay Central, Elko to Golden, 136 miles.
 - *Kettle Valley, Grand Forks up North Fork Kettle River—50 miles.
 - *Midway and Vernon, Midway to Vernon, via Carmi—150 miles.
 - *Railway, Carmi to Nicola, via Pentiction—150 miles.
 - *Van. W. & Y. Vancouver towards Ft. George—100 miles. (*With bridge across Burrard Inlet, \$200,000.)
 - *Cowichan Valley Ry., Cowichan Bay to Cowichan Lake, 24 miles.
 - Wellington to Alberni, via French Creek—55 miles.
 - *French Creek to Campbell River—79 miles.
 - *Van. Isl. and Eastern Campbell River towards Fort George—100 miles.
 - Pacific N. and Omineca, Kitimaat to Telqua—110 miles.
- ADDITIONAL LINES WHICH SHOULD RECEIVE BOTH DOMINION AND PROVINCIAL AID**
- *E. & N., Campbell River to north end of Vancouver Island—140 miles.
 - *Victoria and Barkley Sound By., Victoria to Barkley Sound—100 miles.
 - *Abbotsford to Nicola and Pentiction, via Hope Mt.—130 miles.
- LINES UNDER CONSIDERATION**
- Bella Coola to Fort Fraser—200 miles.
 - Canada Northern from Yellowhead, via Nicola, to Vancouver—500 miles.

When the Liberal party goes to the country, next month, it will do so on a definite policy of railway construction on lines so comprehensive as to embrace every section of the province.
Leader Oliver has already outlined its main features in his addresses on the subject, but the accompanying map will indicate very clearly just what is proposed under his railway policy.
In a general way Mr. Oliver proposes to "cash in" on the extensive system of subsidies already guaranteed by the Dominion government—subsidies which if supplemented by provincial aid would insure the construction of nearly a thousand miles of new railway through this province.
Instead of continuing the insane policy of "fighting Ottawa," Mr. Oliver suggests a practical plan of taking advantage of what Ottawa has done, and of supplementing the aid given by the federal administration, roughly to the extent of 50 per cent. In other words, where the federal subsidies would run to \$5,400 a mile, the province, in the event of construction being vigorously pro-

secuted, would grant \$3,200 a mile.
By a study of the accompanying tables and map it will be seen that Mr. Oliver's policy involves aid to about a thousand miles of road. A maximum estimate of the subsidies which the provincial government might give under this plan would be \$5,000,000. The interest and sinking fund yearly on such a loan would be only \$250,000 a year—a sum well within the present financial ability of this province with its great and expanding revenues.
Notwithstanding the fact that these subsidies have been granted for some time, the local government has never turned its hand over to see that railway construction followed. The reason has been obvious. Notwithstanding that nearly all these lines would traverse absolutely mastered every other consideration, and the ministry has sulked and refused to take advantage of the great opportunity which the action of the Dominion government has

provided for opening up the province.
It will be noticed that not all of the lines subsidized by the Dominion require provincial aid to insure their construction. An asterisk marks those which it is necessary to assist, while the Liberal leader has also incorporated three other roads, including two in which this city is vitally interested, namely, that to Barkley Sound and the extension to the north end of the island.
A glance at the map will indicate the necessity of vigorously backing up the federal policy. Two great trunk lines traverse this province—the C. P. R. built under Conservative regime and the G. T. P., now being constructed under Liberal rule. Between the two is a great hinterland—the finest land in the province with enormous resources of timber and minerals and of arable land. The federal policy bonuses two roads to traverse this great tract—one running north from Vancouver toward Fort George, the other running north easterly from Vancouver Island toward the same point, and following roughly the line

of the old British Pacific. The Dominion government has subsidized one hundred miles of each line, and will of course provide additional aid for the remainder of the distance as construction proceeds.
So far as revealed the policy of Premier McBride is to aid a line to parallel one already assured under the federal policy from the Yellowhead for some distance westward in B. C., which will then be diverted south and prolonged to the coast parallel to other operating railways. He plans to avoid the great northern interior—perhaps because its needs and importance have already been recognized by the Dominion government.
Mr. Oliver's policy is one which obviously it is good business for the province to adopt. It insures at a very modest expenditure an era of railway construction in this province which would prolong present good times for many years to come. It provides for this work at an expenditure so modest that it would not be felt by the taxpayers of the province. It opens up to the settler, the miner, the farmer and the in-

vestor enormous tracts of the best country in the world—land for which men are clamoring all over the globe, and the occupation of which would enormously enhance the riches of the whole province. It is a policy of co-operation, and not of contention, and is based on the principle that whatever claims for exceptional treatment this province possesses will be more likely to be recognized by frankness in meeting the federal authorities than by a system of guerrilla warfare which injures no one but ourselves, and only forms an excuse for inaction by a government which has no better claim to recognition than a boasted determination to obtain "better terms."
Mr. Oliver's policy is before the people. On it the Liberal party ask for the support of the electorate. The Premier has been waiting, Micawber-like, for something to turn up, before enunciating his plans, and now intimates that his policy is to aid a railway system which opens up less than 300 miles of new territory, and for the rest of the distance parallel existing lines.

Senator Bostock renewed his acquaintance with a Victoria audience, and recalled with pleasure memories of the 1898 campaign. Dealing with the land question the senator drew a sharp contrast between Dominion and provincial policies in this province. The minister of the interior had for some time, he said, been having the fullest information gathered as to the lands in the railway belt suitable for settlement, and then made readily available to all inquiries. In the case of the provincial government the policy seemed to be to keep the people off the land rather than get them on. Almost daily (Concluded on page 12.)

LEADER OLIVER STATES POLICY

SOLID COIN OF REALM INSTEAD OF GOLD BRICK

Enthusiastic Gathering Heard Liberal Policies Outlined Last Night.

(From Wednesday's Daily.)
"We propose to co-operate with the Dominion to get railway communication for this province, a policy the exact contrary to that of the McBride government, which is one of fighting Ottawa, no matter what its effect upon the province."

Co-operation with the strongest government Canada has ever had, that is the idea which the leader of the opposition—the Premier who will be after November 25th—laid before a gathering of citizens of Victoria, Esquimalt and Saanich, which filled institute hall to overflowing last night.

In a splendid speech the leader, on the eve of the campaign, as it turned out, placed before the electors a sound, well-conceived railway policy, a policy which would assist in the development of this province and of its vast resources. Mr. Oliver's speech was followed with the closest attention, and the frequent bursts of applause testified to the fact that he and the great party which he leads have the people with them on this question.

A lesson in the settling of public lands was drawn by Ralph Smith from the case of the prairie provinces. He showed how they were being filled as a result of the vigorous policy inaugurated by Hon. Clifford Sifton, and how this province had directly benefited from that in the creation of an immense and increasing home market for all that this province has to sell.

The land for the actual settler, the man who will go in and cultivate it, and the development of the province by railway construction were the two chief planks in the platform laid down by Mr. Oliver, a platform containing many other planks which appeal to the electorate.

Mr. Oliver illustrated his references to railway matters by a large map, which showed the lines for which the Dominion government has granted subsidies, the additional lines which a Liberal government in power in the province would assist and have carried to speedy completion, and extensions for which the Dominion is certain to grant a subsidy. This map made very clear how far the Dominion government has gone in giving to the province the very kind of better terms for which the government of Hon. E. G. Prior asked in 1903.

M. E. Jackson made an excellent chairman. With him on the platform were John Oliver, M.L.A., Ralph Smith, M.P., Senator Riley, Senator Bostock and a number of leading Liberals of the city and district.

The Chairman.
The chairman expressed gratification at seeing so many of the electors present. It augured well for the future of politics and policy that the Liberal party was able to gather so many electors of the high calibre of those present with no election immediately in sight. Referring to the attendance of so large a number of ladies, Mr. Jackson said the time had come when women were entitled to their fair share of the rights of citizenship. Speaking generally he recalled the words of Lord Dufferin, spoken in this city in 1878, when he said British Columbia was the culmination and climax of confederation. It had remained until now for this wonderful province to come into its own. The great fields of the west were being settled by sons and daughters of Canada, who were now able to make a living at home instead of having to expatriate themselves as when the Conservatives were in power. This province had not derived all the benefit it should. It was in a sense shut off, with all its limitless resources and grand possibilities. It needed a Liberal government in power, with Liberal principles such as were exemplified by that good, honest man, John Oliver. (Cheers.) Its present government had simply drifted with the tide, and the province was sorely in need of a strong, progressive policy such as Mr. Oliver outlined.

Regret was expressed by the chairman that Hon. Frank Oliver, minister of the interior, was unable to have come on here. He read a telegram from the minister from Revelstoke, in which he said he had made his arrangements for returning east before he received the Victoria invitation. "I wish the Victoria Liberals all success, and am with them in spirit," Mr. Oliver concluded.

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