

The Semi-Weekly Colonist.

VOL. L. NO. 294.

VICTORIA, B. C., FRIDAY, OCTOBER 22, 1909

FIFTIETH YEAR

PREMIER McBRIDE ANNOUNCES RAILWAY POLICY

Election Takes Place Nov. Twenty-Fifth

Canadian Northern Will Build From Yellow Head Pass to Tide Water —Ferry Connection with Is- land, Thence to Barkley Sound via Victoria

Canadian Northern to build from Yellow Head Pass to Kamloops, via North Thompson river; from Kamloops to Westminster and Vancouver, and from a point near Vancouver to English Bluffs.

Fast passenger ferry service to Victoria and car ferry to island with terminals here and terminals at tidewater on Barkley Sound.

Government to guarantee interest at 4 per cent, upon \$35,000 of the cost per mile of the railway, holding against this a first mortgage upon the line in British Columbia.

Such was the arrangement with the Canadian Northern as announced last night.

CONCRETE PROPOSITION DEALING WITH RAILWAYS

"I have recently been carrying on negotiations with the Canadian Northern Railway company for the extension of their line to the Pacific coast. As it is well understood it has been my intention to submit no railway policy to the people of British Columbia until I was in a position to announce a concrete proposition in the nature of a contract with a responsible organization for the immediate construction of a road.

"This I am able to do in respect of two lines of railway and it has therefore seemed advisable to dissolve the House and ask the approval of the people of the province which the government has made. The House will, therefore be dissolved tomorrow, nominations will be held on the 11th of November and the election on the 25th of the same month. This will give ample time to all parties to make arrangements and I feel the utmost confidence that the people of the province will by their votes endorse the record of our administration and will support us in the policy which we will follow in the future.

WHAT THE PROVINCE RECEIVES AND GIVES

"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 and from a point near Vancouver to English Bluffs. To make a first-class connection with Victoria both for passengers and freight and to build a railway from Victoria to Barkley Sound. The distance in all will be about 600 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 \$35,000 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 yet defaulted in its 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.

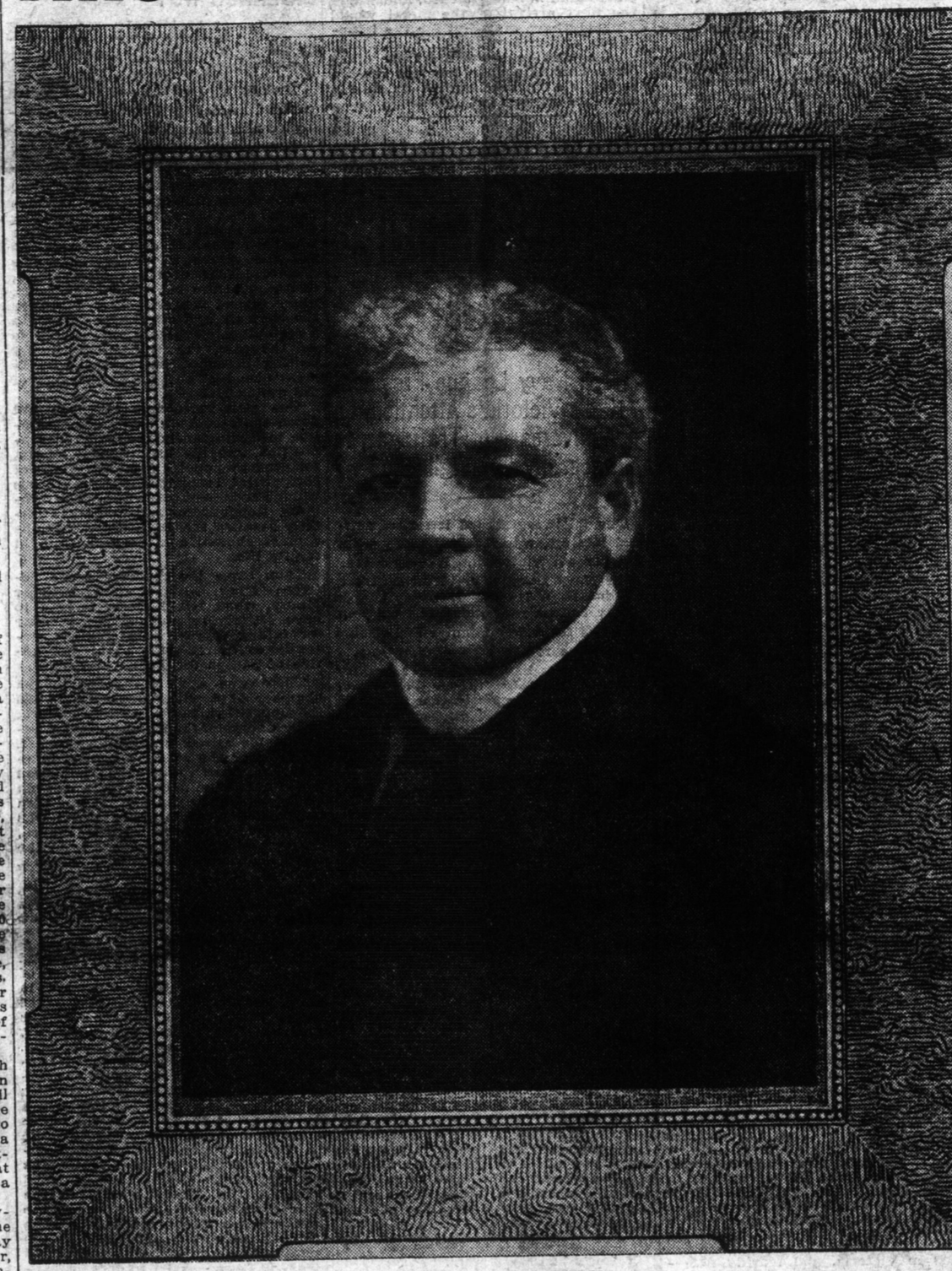
NO ASIATIC LABOR AND STANDARD WAGES

"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 made. 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.

BOUNDARY COUNTRY TO HAVE ROAD ALSO

"An agreement has also been reached with the Kettle River Valley Rail-

THIS PREMIER DOES THINGS



HON. R. McBRIDE

To Be Completed Within Four Years

Vice-President Mann, of Canadian Northern, Says Work Will Com- mence Upon Two-thirds of Line Simultaneously — Passenger Steamers to Victoria.

Work upon the Canadian Northern in this province will commence within three months of the signing of the proposed railway bill. It will commence simultaneously along about two-thirds of the line and with the island section included will be completed within four years from its inception.

Passenger ferry steamers between Victoria and the mainland will be provided, and a modern car ferry will be provided to ply between the terminal point on the mainland and Vancouver Island. A passenger station and terminals in Victoria are embraced in the plan.

The above statements were made to the Colonist last evening by Vice-President D. Mann, of the Canadian Northern. With regard to the projected extension, he said:

GRADE THE BEST OF ANY TO COAST

"We have studied for many years the best route to the Pacific coast. We thought at one time of coming down the Fraser by way of Fort George and on to Bella Coola. The G. T. P. have taken that route down the Fraser to develop that portion of British Columbia. In our judgment easy grades are the most important factor next to traffic in connection with a main transcontinental line. From reports received from our engineers we believe we will secure a four or five-tenths grade both ways between the plains and the Pacific coast. I mean by this an average four or five-tenths grade which means 31 or 28 feet to the mile. The actual grade at no point will exceed five-tenths or 24 feet to the mile both east and west.

"Other roads claiming a four or five-tenths grade have pusher grades along the line such as the G. T. P. have between Tete Jaune Cache and Yellow Head Pass and also on the National Transcontinental at points in New Brunswick. The terms used by railway men are 'actual five-tenths grade' and 'equal to five-tenths grade.' In the latter case a pusher engine is employed at a point to lift the train over the hill. We will have the actual five-tenths grade.

"By the time our road is completed to the coast we will have 5,000 miles of road in operation on the plains which will provide an immense traffic for the new road the moment it is open for operation. Therefore that is

the justification for adopting our present route which enables us to secure the best grades of any transcontinental road on the continent. This means clearer operation than any other road and consequently larger net earnings. Of course we will have a station and terminals in Victoria with passenger and ferry steamers between the mainland and the city of Victoria. A car ferry of the most modern type will also be provided. The point of landing will be carefully looked into and selected.

"Work will be commenced within three months and completed within four years, including the island section between the point where the car ferry lands and Barkley Sound via Victoria. We will send men to Europe to look into the system of car ferries between Sweden and will fully investigate the most modern appliances in this line employed on this continent at such places as Milwaukee, the Detroit river, etc."

PROUD RECORD OF GOVERNMENT

The members of the government are as follows:

- Hon. Richard McBride, Premier and Minister of Mines.
- Hon. F. L. Carter-Cotton, President of the Council.
- Hon. R. G. Tallow, Minister of Finance and Agriculture.
- Hon. W. J. Bowser, Attorney-General and Fisheries Commissioner.
- Hon. E. J. Fulton, Chief Commissioner of Lands.
- Hon. H. E. Young, Provincial Secretary and Minister of Education.
- Hon. Thos. Taylor, Chief Commissioner of Works.

The McBride government was returned to power in December, 1907, with a majority of sixteen in a house of forty-two members, after holding office for four years.

During that time Mr. McBride had given the province a stable government, and had won the confidence of investors generally, so that instead of the depression which had reigned in the class of governments preceding him, good times were experienced, and British Columbia, with its coffers replenished, its finances upon a firm basis, forged ahead.

The prosperity which has reigned during the second term of Premier McBride and his colleagues, which closed last night, has attracted the attention of not only the whole of Canada, but also of the world generally.

During the term which has just closed, by the efforts of the premier, the case for the province for better terms from the Dominion government, was fought to the last ditch, and the effort to make the attempted settlement "final and unalterable" by decree of the Imperial parliament, was defeated.

The Grand Trunk Pacific, despite the pledges of the Dominion government, was making no headway across this province until the provincial authorities took the matter in hand, such terms were granted the railway which safeguarded the interests of the province, and provided for an early completion of the road.

The province, by the act of the provincial government, retains a one-quarter interest in the townsite of Prince Rupert, and steps have been taken to urge the early improvement of that townsite.

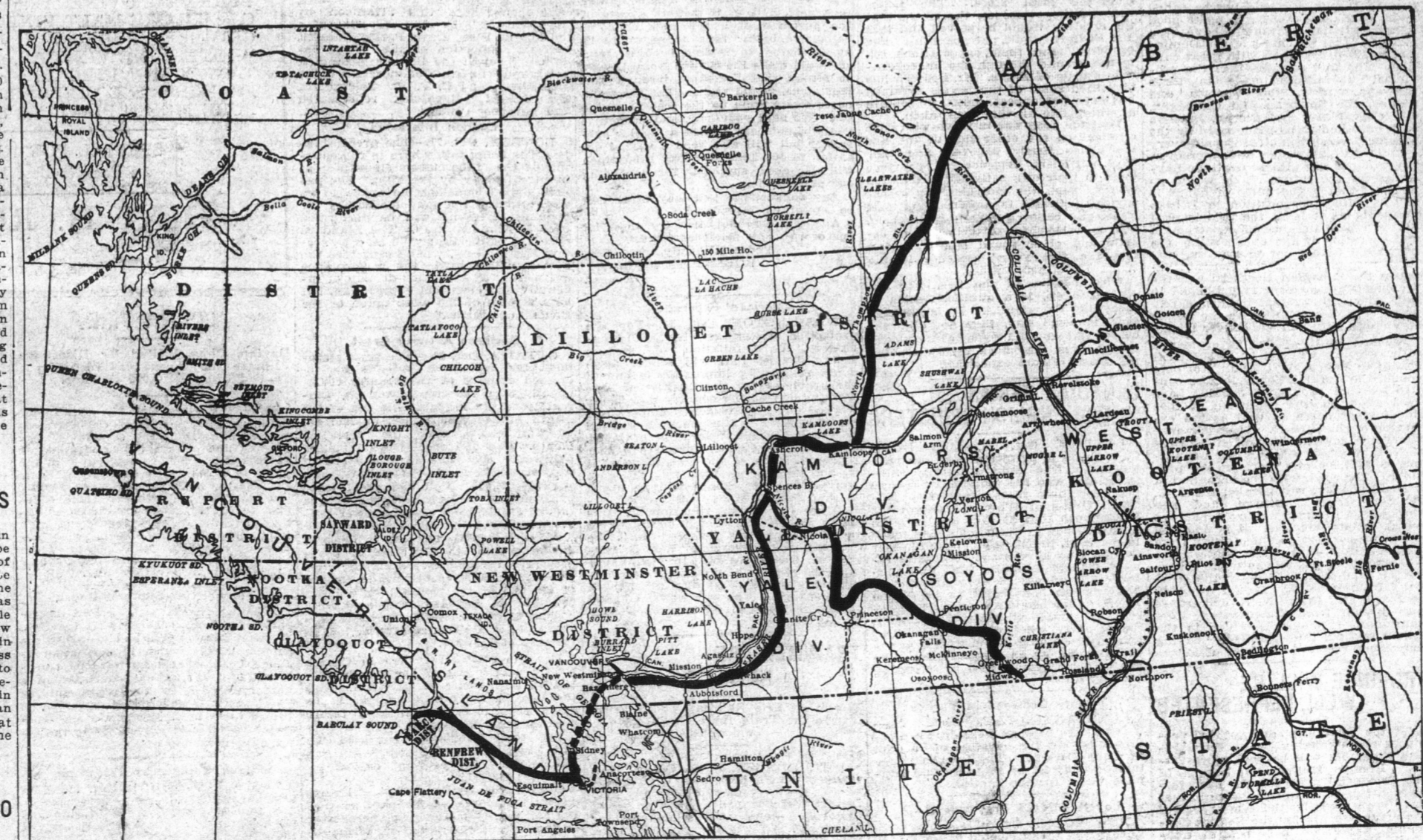
The timber resources of the province were conserved, a reserve being placed upon the timber not taken up. A forestry commission was appointed to report upon the question of forest conservation.

A civil service commission was appointed to place the civil service upon a graded and competitive plan.

An act was passed setting aside crown lands to provide an endowment fund for a provincial university.

By the construction of roads, trails, and bridges, the province generally has been opened up, and a tide of settlement has set in from Eastern Canada, the United States, and Great Britain.

Map Showing the New Railways—The Thick Lines
Show the Roads to be Assisted by the Government



Department of this store is certainly an interesting one for all lovers of good literature, and amongst the new arrivals is the splendid new Library. Cloth-bound at 50c a Vol. These are the best reading offered on the marvellous sphere in the literary world.