

transcontinental line—the first Provincial Parliament to form a contract of that sort—they might have offered some assistance in the interests of the people. If they had done so they might be a little nearer accomplishing their desire to cross over to the G. C. P. benches.

But, sir, from the denunciation hurled at this undertaking got so unfair and so bitter that in the end the Liberals succeeded in driving away many of their supporters who looked at the proposals of the Government in a businesslike way.

We said to the people: 'You have trusted us in the past and we have tried to make good all our promises and herewith we appeal to you on a policy that will involve the credit of the Province to the amount of approximately \$30,000,000, but we do not make this appeal to you without giving you a general outline of the proposed bargain.'

The people took us at our word and believed that we would live up to our pledges and so it is that I am able to come before this House to-day to present the Bill for the ratification of the agreement that was entered into between the Government and the officials of the Canadian Northern Railway but a short time ago.

Let us look at this agreement; but before going into its details I wish to call the attention of the House to certain promises which were made by the Government prior to the election. These promises were published in an issue of the Victoria "Colonist" the day before the election—an issue of the paper that seemed to make a great impression on an honorable member opposite. From long association with the ideals of the Liberal party it may be that he could hardly realise that a public man could make such promises and live up to them. (Applause).

On the train which brought me from a campaign conducted in the constituencies of Alberni and Newcastle—a campaign that I regret to say turned out unfortunately for those constituencies—I met my good friend Mr. Matson, of the "Colonist" newspaper. He was anxious to do all he could to assist in placing the Railway Policy of the Government before the electors—and that was not a very grievous offence. I authorised Mr. Matson to publish in the "Colonist" the following memoranda:

1. To build 600 miles of railway in British Columbia as outlined in a pre-

liminary contract with D. D. Mann, of the Canadian Northern Railway Company. At least 100 miles of such railway construction to be from Victoria to Barkley Sound.

2. To secure a first class freight and passenger ferry service from a point on the Mainland, at or near English Bluff, to connect with the Island of Vancouver, thence by rail to Victoria, to continue the same to Barkley Sound. Said ferry service to be equal to any on this continent.

3. Construction of the Barkley Sound section to commence simultaneously with construction upon the Mainland of the Canadian Northern system in British Columbia.

4. The whole to be undertaken and completed in four years; to be begun three months after the ratification of the completed contract by the Provincial Legislature.

5. To secure from the Canadian Northern Railway a deposit of \$500,000 for faithful performance of the contract, such sum to be forfeited to the Province if they fail to carry out the terms of the agreement.

6. To secure from the Canadian Northern Railway Company a first mortgage upon their system in British Columbia.

7. To secure from the Canadian Northern Railway Company a covenant protecting the Province from any loss whatever by virtue of its guarantee.

8. The Province of British Columbia to control freight and passenger rates upon the same plan as adopted by Manitoba in its guarantee of Canadian Northern bonds.

9. To secure from the Canadian Northern Railway Company an obligatory contract requiring them to maintain a regular continuous and daily first-class passenger and freight schedule between Victoria and its continental system, so that upon completion of their lines in British Columbia, Victoria will be one of the termini of a transcontinental railway system.

10. The money realised from the sale of Canadian Northern bonds is to be handed over to the Provincial Government and will not be paid out till work of construction has been completed satisfactory to the Government engineer and his certificate is furnished the contractor. This is to ensure the public against any possible chance of an expenditure of money for which they do not receive full value.

11. Road to be constructed by the white workers of Canada. Asiatics absolutely excluded from all public works in British Columbia. The