

way over the same territory as aid is proposed to be given in the bill under discussion—that is, the Government has provided that a railway, which is no longer under the exclusive jurisdiction of the Province and which may well be said to have lost its right to any subsidy, is preserved in that right and given further time to build its line and earn 20,000 acres a mile for so doing. What consistency we have here! There is not a question of a doubt that compliance with Section 4 of that Act, which has been extended, was a condition precedent to the right to build the railway and earn the land grant; yet, notwithstanding that the Columbia & Western had lost this right through its own default, its right was revived and confirmed, and this a road beyond the exclusive jurisdiction of the Province. Contrast this action with that pursued by the Government in regard to the Victoria, Vancouver & Eastern Railway and Messrs. Mackenzie & Mann. There all aid was taken away and repudiation rode rampant throughout. These facts make one pause to consider the meaning of it all. Could we believe that all this was done in the public interest or in accordance with the Government's belief of what is in the best interests of the people, while we could not commend or approve it, yet it might be thought to be sincere; but how can this be thought when there is a declared policy of not aiding any railway beyond the exclusive jurisdiction of the Province, and at the same time we see express aid granted, because in effect is a regrant by statute of aid to a railway declared to be for the general advantage of Canada. When all these facts are closely scanned, it becomes patent to all that the scheme is to have the road between Midway and Pentticon built by the C. P. R., i.e., the Columbia & Western, which railway company will receive 20,000 acres of land per mile from the Province, because it is impossible for any other company to be formed that will be compelled to be under the exclusive jurisdiction of the Province, and at the mercy of the C. P. R. and unable to form any connection with any other system of railway, which will be willing to embark its money in such a cul de sac—no connection by way of the lower Mainland to the coast cities and no connection with other systems of railway to the south and on to Eastern Canada. Had the Government come out openly and declared for a policy of no competing lines of railway with the C. P. R., no paralleling of the C. P. R. lines within the Province, we could have met such policy intelligently and considered it in the light of what is best for the Province; but in this way we have an attempt to throttle public opinion and blind the people to what is in effect a policy—but a policy the Government has not the courage to submit to public gaze—and by dissimulation endeavor to cloak it as they have done. All these considerations point to the utter want of proper appreciation of the needs of the country and punctuate the charge that there is no consistency of policy in the Government. Section 8 of the bill is a direct hit at the best interests of the Province, as the railway company which, in earning the subsidy would be of the greatest advantage to the Province, would be a railway company which had its powers from the Dominion, in that it could have inter-provincial and international connections; but, as the bill reads, no such road can earn the aid. The result is that British Columbia is, by the policy of this Government, at the mercy of one system of railway. Can this be said to be in the best interests of the Province? Can it be that the members of this House coming from the lower Mainland and the Kootenays will endorse the action and policy of this Government now so clearly portrayed? Assuredly not if they are in any way actuated with the desire to conserve the interests of their constituents. In fact, the House as a whole must condemn this policy of the Government. Finally, Section 8 of the bill is un-Canadian; it is unpatriotic; it would seek to set the Province against the Dominion; it would seek to destroy the unity of legislation and national organism. Each in its own sphere has its part, but after all the Dominion in its authority must at times trench on provincial territory and incidentally affect provincial enterprises; but when provincial enterprises take on the character of national enterprises, rightly these may be declared for the general advantage of Canada, and being of that character, why should they not receive Federal aid? To deny to them Federal aid means, perhaps, to prevent their flotation, and thereby the result is delay and retardment of the development of the country. (Cheers.)

MR. HELMCKEN, speaking to the amendment, again condemned the legislation proposed by the Government.

At 11:20 p.m. the Speaker put the question, and the House filled for the division. The House divided when there voted—

For the amendment	13
Against	29
Government majority	7

The bill was then read a second time. The following is the Division list: