

would serve to bring the coast cities into closer relations with the Kootenay towns would be welcomed, but unfortunately the matter had not been dealt with exactly in that spirit. A great deal of discussion had taken place at Ottawa regarding the building of the line from Robson to Penticton, and also in regard to building that towards the coast. There had been a contest at Ottawa between Mr. Heinze and the Vancouver, Victoria & Eastern people, and it became evident to everyone that that contest was not one in which the welfare of the people of this Province cut any particular figure, but was entirely a question between two promoters, or rather between two rival sets of promoters, as to who could get something out of the charters. It was announced that these two parties having railway charters which cost them nothing, except for a few hundred in fees, had come to an agreement by which the spoils were to be divided, but one of them frankly announced that he had been unable to come to an agreement because he had not received sufficient of the spoils. That is a matter against which the present Government had uniformly fought when in Opposition, and was a matter which had been much discussed in the late election, and the principle upon which the arguments were based was that no man should be allowed to make money out of the simple promotion of railways without investing any money, but that whatever was done in railway promoting should be done by substantial capitalists. Mr. Martin said he had a great deal of experience with people who have held railway charters, and it had invariably been his experience, and the experience of the people of Canada, that the system of granting a bonus to a company of men without capital had resulted in the railway being held back and not built as soon as it otherwise would have been, and in the public money being diverted into the pockets of men who had done nothing. That is the kind of thing that must stop, that ought to be stopped. No money which is given by this House should be used in that way, and that state of things has given rise to the idea, and it is a growing one in the Dominion, that the state should build, own and manage its own railroads, even though the railroad be run at a loss, for legislation can be brought to bear to bring it in the interests of the people and not allow it to be run against the interests of, and, to use a common expression, for the purpose of "cinching" the people it is supposed to benefit.

The Vancouver, Victoria & Eastern Railway had been much discussed in Vancouver during the late election, and the principle now enunciated had been laid down by the Opposition, then and that being so and the present Government having been returned to office on the strength of the promises it had made in this regard, the proper course to adopt seemed to be to wipe away all those provisions, except in so far as rights might have accrued, and to leave the matter of railway construction open for the present Government to deal with as best it might. When the matter of building railways came up the Government could then deal with it on the lines it had suggested when in Opposition, acting upon the principles for which it had fought so strongly and which had been accentuated so emphatically in the last campaign.

MR. TURNER said he would like to ask the Attorney-General if he was to understand that the present Bill will be amended so that it will not affect the grant to the British Columbia Southern or Crow's Nest line or the Robson to Boundary or Robson to Penticton lines.

HON MR. MARTIN said that with the exception of the British Columbia Southern that was so expressed in the Bill.

MR. TURNER: "I am glad to hear it." He looked upon the Bill as a measure of repudiation—nothing more and nothing less. The Attorney-General had strayed far from his text and had made a purely political speech, neglecting the subject matter of the Bill almost entirely. In this course he (Mr. Turner) did not propose to follow. The Attorney-General had said that the late Government had made certain contracts that were not contracts at all; in the next breath he had pronounced the agreement between the railway men and the Government a contract with certain conditions or restrictions. As to the Victoria, Vancouver and Eastern Railway, anyone familiar with the nature and conditions of the country to be traversed would know well that the building of the road could not be a possibility without a substantial subsidy being granted. The history of the promotion of that line was well known too. It was a line which if constructed would prove of the greatest advantage to the Province, bringing the Coast and the Kootenays into touch, and conferring prosperity upon the lower Fraser, Vancouver City, Victoria City, and Vancouver generally. There had never been, nor could there be, any chance of getting such a road built for such a subsidy as British Columbia alone could give, this being clearly evidenced by the history of the Crow's Nest road, which evidenced that no matter how rich the country traversed might be, the road could not be constructed without the Dominion supplementing the assistance of the Province. There had been every reason to believe when this bargain was made with the Victoria, Vancouver and Eastern people that the Dominion would meet the Province in its efforts to secure the construction of the line, and that the road by this time would be