The contentions were be-

contractor and the architect tack on the chairman of the was unwarrantable. The auattorney-general quoted was on buildings." Mr. Rattento doubt produce a splenaid t the trouble was in carrycontract to the letter. He any use in passing the resoould be a good thing to have uiry, but be understood the d be prorogued in a few duys mittee could not get on with ams' as some tall evidence is be given by the architect contractor. If it was guarane committee would sit all hemselves.

Baker did not think there essity for the matter to go committee after the state nad been made on one side mey-general and on the other Williams and Helmcken. It to a question of a mistake an original document. Davie .- They did not have

l copy. ams.—We did. Davie .-- How did you come

it in the report? ams .- Mr. Adams read the by before the committee, the copied it and Mr. Adams

Davie.--I do not see how

ams.—I tell you it is the fact. take my word for it or not

Davie.-The original docuot fit Mr. Adams' evidence. cken .- What is the use of question when Mr. Williams that he did have the original committee? The attorney inues to intimate that Mr done something for which he ent to the chain-gang, while ites before he withdrew the that Mr. Adams had done rong

Davie contended that Mr. dence was not compatible iginal document. em thought the attorney-genvithdraw the resolution. er had no doubt that the atal thought he had done his me one else was getting their ugh him. He did not think as any need of the investigany further as the matter had

ned in a very impartial man-

was adopted. rose at 5:45.

ENING SESSION. moved that: Whereas in. as been made in this house News-Adver imited, Mr. Justics Crease stenographer of the court. as receiver of the busiindery attached to the Newsflice, without requiring from nds for the proper performduties as receiver: And has also been stated in this said Burton absconded. withng any account of his introthe funds of such bindery: ed, that a respectful address to his honor the lieutenantaying him to inquire into the of such statements, 113 nd these statements confirmhe attention of his excellency -general of the Dominion of set forth in the preamble of on, and pray him to obtain ustice Crease an explanation in this matter. n was defeated after a short em asked the attorney-general any have been taken by al government towards havnts recognized and representdelimination of the Alaskaimbia boundary line? replied as follows: "As far 7 the matter had consideraom 1883 to 1889 frequent entations were made by the of British Columbia to the of the Dominion of Canada. e great desirability of hav ska boundary definitely der the terms of the tree ies e same. a report of the executive ing exhaustively with the the line of demarcation. as the terms of the treaty, and ave the boundary between imbia and Alaska defined ay, was drawn up and ap-22nd, 1884. (See Sessional C., p. 451, 1885.) This recompanied by maps and order-in-council, approved 9th. 1885, reiterating what d in the minute of the prearged on the Dominion govearly settlement of the quesmmittee of council. Novem-885, having had under conproposal of the Domini n o exhibit at the Indian and ibition a mammoth map of having in view its possible the disputed territory bounthe disputed boundary line tish Columbia and Alaska. hinute defining their view of ocation of the line of dend recommending the same with the report of July as having its starting point rmost point of Prince of and ascending to the north Duke of Clarence strait. along the western leg of al till it 'strikes the 56th delatitude.' in stead of as inthe map of Canada publish rity in 1880, whereby the is in an easterly direction ortland Canal, thereby de rown of a large and valuand important waterways. e again urged a speedv setquestion. In 1887 the the subject of strong roin executive minutos fortawa, namely, on the 7th of d the 16th of March, in

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which the previous minutes were called being reported he was made to appear addressed the house on this question. for the advancement and settlement of the grain from that section has to reattention to. The American congress in as asking questions throughout the de- They were told six years ago of the this province. 1888 made a grant for an exploratory bate in favor of a client. If the report great things that were to be accomplishsurvey "of the line up the Portland Can- were correct it would explain why he ed by this road. The regions that were whereupon representations were made to the Dominion government pro- been for the reflections cast on the com- ince and should be dealt with by the testing against the admission of the mittee and the contractor for the pur- Dominion and not the provincial governpoint of starting assumed as correctly pose of upholding the architect he would ment. He hoped to see the Dominion by the American government, and call- not have interrupted the attorney-gen- take hold of the question and bring ing attention to the previous minutes. eral. When charges of perjury and about a consummation of it, but he con-To this minute, embodying these repre- forgery were made it was the duty of tended that it was entirely beyond the sentations, was attached a memorandum members to ask questions and find out province to do this. A line from Hudby the late Justice Gray. On February the facts. He could recognize a master son bay to the Pacific would be a great 23rd, 1888, Mr. Justice Gray was au- hand in the report. Although just com- undertaking, and no doubt the imperial thorized to proceed to Washington to mencing his political career he could tell and Dominion governments would interrepresent the views of the government when a master hand had trimmed a re- est themselves in it, but he repeated it of this province at a meeting where the port. It was a cruel thing to take was beyond the province. It was said matter was discussed. Unfortunately Mr. Gray died before he had submitted his report to the government. Subseattorney-general was in a different posiquently the government of the Domin- tion, he being about to leave the politi- has been done. It was stipulated that on of Canada, acting conjointly with the cal arena to enter another sphere. An- \$200,000 a year was to be expended, but government of the United States ap other part of the report made it appear so far no such expenditure has been pointed commissioners for the purpose of as though he had interrupted the attor- made. The company had not made sufascertaining the physical and other data ney-general and had afterwards apolo- ficient surveys to be able to show the necessary in finally determining t'e gized to him. He was sent to the house boundary between Alaska and Canada, to support the attorney-general, and he Public opinion would not allow of a may feel perfectly secure, because no The distance now is 2850 miles by rail and the authority of the province of British Columbia extending no farther tana be sat down upon by the attorney-gen- was just being asked for to enable the authorized by the charter can be im- erpool by way of Quebec, while by the to the representations and recommendaeral or any one else in a tyrannical mantions referred to in the foregoing, and ner. the government having fully expressed Mr. Williams also rose to a question their views no further action on its part of privilege. The Colonist report made was taken, and the final settlement of | it appear as though he had said that any the matter, except by consent, relating | further evidence would not change the exhaustively to the jurisdiction of the opinion of the committee, whereas he vored it expected it would. If the road said the presence of the attorney-general main parties of the dispute" Mr. Williams asked the attorney general what assurance he would give the committee. He wished to explain furparliament buildings committee that it.-y ther that he had this morning seen the would have time to go on with the instenographer, and he admitted that he vestigation. He would point out that had made a mistake in transcribing his Mr Adams was not at present in the notes. Hon. Mr. Davie considered that Mr. city. Hon. Mr. Davie did not know what Helmcken had made an uncalled for atcourse the committee would adopt. The tack on him. He denied that he had house would prorogue as soon as the had anything to do with the report that business was disposed of. The members appeared in the Colonist this morning. might be appointed a royal commission It was an unwarrantable attack to inand sit and investigate the matter after sinuate that he had trimmed the report. the house has prorogued. A rider could He admitted that he had called at the be added to the resolution appointing office and seen the report, but it was them and providing for remuneration. then too late for him to trim it, the Mr. Williams .- It would be better to matter being locked in forms. The memlet us resume our duties next session bers must know, considering the time and report then. That was all a royal that he had left the house, that the incommission could do. sinuation was untrue. He thought the Mr. Cotton said the house could be Colonist had used good judgment in nominally but not formally prorogued, leaving out his remarks and Mr. Heland a quorum could meeet in a month to mcken's. When he read the report he receive the report and prorogue. This asked the reporter why he had left it out had been done at Ottawa at the time of and he said because he thought it was the Pacific scandal and there were other irrelevant, and he agreed with him. Mr. Helmcken said what he complainprecedents for it. The speaker ruled any further discused of was that the report makes it ap-

pear as though he put his question to sion out of order. The report on the game bill was adopt the attorney-general from a professional ed after a number of amendments had standpoint. Had his first remarks been when taken up in a business like manbeen introduced, a few of which were adopted. The report on the Sunday observance had just received a note from the regimation of that gentleman he would state

bill was adopted. the second reading Walkem moved of the homestead bill, which he promised the attorney-general an injustice he way. Work had been commenced preto amend in committee. Mr. Smith opposed the second reading the attorney-general would do to him. and some money had been expended. It CANADA WESTERN. of the bill. Mr. Eberts thought with a few amend-Hon, Mr. Davie moved the second ments the bill would be an improvement

had asked the questions. Had it not to be opened up were outside the provsuch means to make him appear in a six years ago that the road would be wrong light before his constituents. The completed in eight years, but threefourths of the time has gone and nothing country what route the line was to take. would do so, but he did not intend to guarantee being given. The extension company to obtain financial aid from the province. The country was not in a position to assist the road and it would impair the credit of the province to do

The building of the road would 80. not have the effect that those who fais built the point where it first touches would not intimidate the members of the the Pacific will be the terminus, and the southern portion of the province will not receive any benefit. Captain Irving did not think the lead-

er of the opposition could pose as a patriot after the remarks that he had just made. He must know that big bodies move slowly and capital is timid. The hon. gentleman argued against the scheme simply for political purposes. would give work to the unemployed, furnish homes for hundreds of families and teu porary break has however occurred develop a country that is perhaps richer Vancouver. There was no town there matters stand at present we were una-before the C. P. R. was built, and now ble to supply. they claim a population of 20,000. Instead of costing the province anything it would benefit it in every way.

Mr. Rithet was surprised at the remarks of the leader of the opposition regarding the province, particularly west of the Rockies. He had been through the country, and he was not afraid to go to any expense necessary to open it up. The resources were large and varied, and published the public would have under- ner and developed it would surprise the stood the purport of his questions. He | leader of the opposition. For the inforporter stating that he was wholly re- that construction had nominally been sponsible for the report. If he had done commenced on the Canada Western railwould apologize. That was more than vious to the date required by the act, was true that it was not much, but they

had until May 1st, 1895, to complete the

Negotiations having in view the securing of the necessary capital have ing of navigation in the spring, and taknow been going on, as you are all aware, ing the rate of freight west per milc at for several years past, and in the face the same as that east, for a distance of of many difficulties the enterprise has from one thousand to 1250 miles from been kept before the public, and is still before some of the most prominent and largely reduced. The difference in ocean influential financial institutions of the world. On more than one occasion we be taken at 15 shillings as compared have been almost assured the necessary capital wherewith to construct the road ports, or only a difference of ten shillings had been secured. The conditions upon which this capital was to have been obtained were never sufficiently settled from \$2 to \$4 per ton, and as an additior definite to justify me in making a cral advantage the ports of the Facific statement public in connection with the are open all the year round, rendering matter, nor at the present time do I the necessity and expense for holding unexactly know the terms upon which the | til navigation opened in the spring of money can be secured, hence I do not each year unnecessary. There is also think it is expedient or advisable to make the possibility, if not the probability, as any explanation as to the terms of the far as yet known, of the Hudson Bay pending negotiations until finally arrang-ed in detail and full particulars can be tween the coast of British Columbia and given, but this house and the country England being thereby largely reduced. terms or conditions beyond those already and 2650 by water, from Victoria to Livposed on the country without the consent of the government and the house, and beyond the statement made during veter, a saving of 1000 miles of rad my election that I would not care to take the responsibility of declining any proposition for further aid, if backed by | the necessary capital, without first ascertaining the wishes of the government deserving of investigation, in order to and the legislature, I do not care to com- | dctermine its practicability, as by mary mit myself. In this connection I desire it is believed to be open for nearly as to correct a misapprehension which has long as the St. Lawrence at Montreal. gone abroad to the effect that the nego- These facts, although not pertinent, it tiations which have been in progress for may be claimed to the question before some time past have fallen through or the house, are nevertheless of such a have been totally discontinued. Such is nature as to induce me to direct the arvery far from being the case, and I have tontion of the house to them, and I feel every reason to believe that they will sure that every member will agree that eventually result in a practical proposi- while we are called upon more particul-The road by opening up the country tion, which will at once be brought to arly to give our attention to the developthe attention of the government. A ment of our own province, yet it is nein these negotiations, occasioned by a than Kootenay. It would double the requisition on the part of certain capital-population, as the C. P. R. had done for ists for a class of information, which as prise of this kind is likely to be mutual-The explorative survey, which the hon attorney-general has stated it is the 'ntention of the government to make, mill

chable us to furnish this information, and aid us also in answering certain questions regarding the amount of capital required for the construction and equipment of the road upon a different leasis to that called for in the survey which was made by the Dominion gov ernment. This survey contemplated the construction of a railway equal to the standard of the Intercolonial railway, which meant solid masonry for all culverts and bridge buttresses, and stee! hon. gentlemen are aware, the standard

ruain in elevators during the winter, at espense to the holders, waiting the openthis coast, the railway carriage would be freights from Quebec and Montreal max with 25 shillings from Pacific Coast per ton, so that the probable difference in favor of the Pacific Coast would be Hudson Bay route the distances are only 1800 miles by rail and 3000 miles by travel, while the sea travel is only increased by three hundred odd miles The question as to the navigation of the Hudson Bay by steamer appears to be cessary at times, and always desirable to keep before us the co-operation of our ly advantageous, and perhaps merely calling attention to it now may be the means of causing it to be taken up by those more directly and perhaps more largely interested than ourselves. In my judgment the time has arrived

when the settlement of this province should be undertaken upon a more comprehensive scale than has ever yet open attempted, and I know of no better way in which this can be done than by the building of a road through the portion of British Columbia to be traversed by the proposed line of the Canada Western railway, taking in as it does the north ern end of Vancouver Island, which is rich in timber and coal, and well suited o iron bridges. As no doubt all of the for agriculture; then crossing to the Mainland and passing through the very heart of the Mainlan

on the present homestead act. Hon. Mr. Pooley did not think the bill would improve the present act. The bill was read a second time. notwithstanding anything in any previous act the road shall be completed in Mr. He'mcken moved the second readeight years form May 1st, 1896 and ing of the landlord and tenant bill. The during that time it is to be prosecuted landlord should have preferential claims by the expenditure of \$200,000 a year. but they should be regulated. When a The question was of vital importance landlord allows a man's rent to run he to the province. He had not changed province had secured one. But that could extends to him credit which enables his mind about it since the last time not be done. Until the company laid a him to obtain credit from merchants he had spoken on it. He was still of proposition before the government that and others. The landlord should protect | the opinion that it was of vast importthe other creditors by keeping his tenant up to the mark. If the landlord does not use proper diligence to collect his doubt but that it would be carried out his being misunderstood, rent he should not have a preferen before long. There were men who were over diligent merchants who were indued to give credit in view of the leniency the road, but they could not perform extended by the landlord. impossibilities by bringing it about im-Hon. Mr. Davie opposed the bill. some progress, and had expected to sub-

time.

Such a measure would never have been thought of in prosperous times. would make times a great deal harder forcing the landlord to press his tenants for his own protection. The bill was just a mandate to the landlord to turn his tenant out. Mr. Williams did not favor the bill as

he did not think it would effect the remedy the introducer expected it to effect. The bill was defeated. Mr. Kellie moved the second reading of

the tramway companies incorporation bill without discussing it. Hon. Mr. Davie favored the bill. The only question in his mind was as 10 whether it should not apply to all mineral districts as well as to Kootenay. It was necessary sometimes to build a great inconvenience was caused by minng companies having to wait for the

legislature to meet. The bill was read a second time an. referred to committee of the whole, Mr. McPherson in the chair. Mr. Smith introduced an amendment

to make the bill apply to East and West Kootenay, Yale, Lillooet and Caribos districts. Other amendments were made and the

bill was reported complete. The amendment was adopted. The house adjourned at 12:30.

FIFTY-FIFTH DAY.

Friday, Feb. 15. The speaker took the chair at two o'clock. Prayers by Rev. Dr. Camp-Mr. Kennedy presented a petition from

Dominion lodge, No. 1, I. O. G. T., asking for certain changes in the Sunday observance bill. Read and received. Mr. Kitchen presented a report from the committee appointed to examine the Part of the money could not be better papers in connection with the Fraser ralley flood.

holl

privilege.

injustice.

the good-will of the government for this Mr. Helmcken rose to a question of scheme. It would have the effect of The Colonist's report of placing settlers on the land and finding self, and strengthened and supported as tance in rail carriage being very large. during the period covered by the exten-Thursday's proceedings did him a gross the best route for the road. Unless a As all knew, an animated railway is built this region will remain discussion took place on account of an unsettled for centuries. The province uncalled for statement of the attorney- was inviting settlers to come here and general. As he had stated yesterday, it was their duty to find a place for he dropped his profession when he was them. The road would open up a way on the floor of the house and attended by which thousands would find homes. to his duty as a representative of the Mr. Semlin, like the attorney-general, people. Through the whole debate not had not changed his mind since he last

expenditure of \$100,000. The money reading of the Canada Western Central had been expended oh making a survey railway bill. The bill provides that from Comox to Duncan's bay. If the work could be undertaken without any further aid from the province he would agree with the leader of the opposition that the province should be congratulated, because the province would be obtaining a road on such terms as no other should not be discussed. To be accurance to the province, and, in fact, was ate he had prepared his remarks, so a national necessity. There was no that there would be no opportunity of He said: I have pleasure in making a statement working assiduously for the building of in regard to the bill now before the house for the extension of the Canada Western railway company's charter, and mediately. They had, however, made in doing so I think I may claim a little credit for having accomplished somemit a proposition at this session of the thing, inasmuch as the company have legislature. The country was to be con- succeeded in arousing public feeling in gratulated upon the fact that the favor of the enterprise, if they have not scheme was in good hands and that the succeeded so far in building the railway road would be built without placing any in terms of the charter. When this ruinous burden upon the province. The charter was obtained, during the session government would not be justified in of 1889, there were few either on the assisting the scheme beyond the means floor of the house or in this province of the province, but the company have who regarded it as entitled to or worthy been assured that when a reasonable of serious consideration, and such 1 proposition is placed before the govern- think has been the feeling on each occament it will be considered and submit- sion when the matter has been before ted to the house. The government was the house for an extension of the time. of the same opinion now, and no doubt. It has only been within the past two would be of the same opinion next year. | years that a change has taken place m The company not yet being able to lay the the public mind, and it is gratifying to proposition before the government, the me at least to find that so large a probill was brought down to extend the portion of the public have become con-The company had already done | vinced of the necessity for the constructramway on the spur of the moment and sufficient work to bring them within the tion of this railway in the interests of meaning of the clause referring to the the country and of its advantages as a commencement of actual construction. prerequisite to the settlement and de-They had expended a large sum of mon- velopment of an important part of the ey in prosecuting surveys. The bill province in the first instance, and of its provided that after May, 1896, the com- possibilities also as forming part of anpany must carry on work entailing an other transcontinental route from the expenditure of \$200,000 a year. The west to the eastern portion of the Do object of the bill was to facilitate the minion. It does not seem necessary at building of the road. The road when the present time that I should deal with completed would traverse the continent this question from any other point of and would be just as important as the view than that of a provincial undertaking and as a development road, travers-C. P. R. The latter opened .up the southern portion of the province; the ing the central portion of the province. Canada Western would open up the where, if reports which have been published, official and otherwise, are to be central and northern portion or three quarters of the province. The road credited, there is a large territory rich in will traverse a vast country, the value resources of various kinds, and capable of which the people are aware of. In of development to a larger extent than any other section of the province, awaitthe east there is an agitation going on ing only the facilities of access and the for a road that when completed will necessary population to develop it. Beconnect with the Canada Western. The sides its great natural resources, the government had been expending large sums for surveys, and intended to ex. route has the great additional advantagpend more. There was no reason why es of climate and grade, which probably no other railway having its terminus on some of this should not be expended in the vicinity of the route of this line. expended. He mentioned this to show

of the intercolonial was not adhered to in the construction of any of the trans- ricultural resources and minerals of varicontinental lines on this continent, and ous kinds; and affording the opportunity of reaching by future connecting liaes, when the Canadian Pacific railway was the extensive and rich agricultural verbuilt, in terms of the agreement of the 21st of October, 1880, between the 1)o- ritcry known as Peace River, the gold region at the head of Skeena river, and nunion government and the Canadian Omineca districts, and beyond: Then Pacific railway company, the standard 1. ssing through the already famous forwas made that of the Union Pacific tion of British Columbia, Cariboo, where railway of the United States, which fortunes were made in a season, and means wooden trestles and woolen where gold to the evalue of \$65,000,099 bridges, and is much cheaper. In the Las already been extracted, and in which crinion of engineers the more solid cov section it is also claimed that for allustruction in order to make a permanent vial diggings and for quartz mines not roadbed, can be more cheaply and conmore than a small beginning has been veniently done after the railway has made. With these great inducements, it been constructed. It is also necessary seems reasonable to conclude that whento obtain information as to the passes ever this railway may be built it will. through the Cariboo and Coast ranges. before its construction shall have reach Urder the survey referred to, Bute Ineq Cariboo, be the means of doubling at let was contemplated as the course of least the present population of the prothe line, but it has since been suggested vince. The Canadian Pacific railway b, those who are familiar with the counmay have accomplished its purpose in try that in all probability a more favorfurnishing this Dominion with a trausable approach could be obtained by way centinental railroad through Canadian of Frederick Arm, or some other point territory, but it entirely fails as a duon the Mainland opposite the northern velopment road, so far as British Copertion of Vancouver Island. If this lumbia is concerned. Passing through as should prove to be practicable, it would it does the southern part of the provinces. probably be cheaper and would shorten and through a very mountainous and the ferry from 75 miles to not more than rugged portion of it too, the territory to 15 miles. A ferry of 15 miles would the south of it which is tributary is limnot be thought any serious objection to the road. The pass known as the cloat ited in extent, though rich in miner. Is and agriculture, while at least ninety River Pass, through the Cariboo range, has also been discovered since the Uo- per cent. of the territory within the province lies to the north of that in a, minion survey was made, and this .t is desirable should be looked into and its and owing to the conformation of the practicability determined. These points country cannot, within economic principles, be reached by it. It is for the have every reason to believe can be settled by the survey contemplated, and purpose of reaching this northern scction of the province that the line of the while this survey will be of great ser-Canada Western has been found necesvice to the government in affording information regarding the nature of the sury, and until it has been constructcountry lying immediately along the line ed as a trunk line (by whom it is a matof the proposed railway, it will also be ter of little consequence) I feel sure that of material benefit to the company, in the province cannot be made what haenabling them to verify or correct, as the ture intended it should be the richest and most prosperous province of this Docase may be, their estimate of the cost minion-or take her proper position is a o," the road, which, owing to the changed picvince in the Dominion, or as the condition of things within the province gateway of the Dominion to the empire; and the cost of material being cheaper, they have been induced to put at much or as the representative of the empire less than that given in Mr. Sandford and the Dominion upon the Pacific Coast. Fleming's report.

I feel that I must touch, however | I hope the bill will receive the hearty slightly, upon the features of this pro- support of the house. Although two position bearing upon the development previous extensions of the charter have of the neighboring territory of the been granted the time which has already Northwest, and the possibilities which been given the company has not been exwould be rendered practicable for that cessive, when the magnitude of the inccuntry if a connecting road with the dertaking and the circumstances surline, of the Canada Western railway rounding similar enterprises and the fincompany were undertaken. The Yellowancial world during the same period are head Pass, through which it is proposed | taken into account. Much progress los to take the Canada Western, is pronoun | been made despite all obstacles, and the ced to be the most advantageous yet dis- country up to the present has been put covered in the Rocky mountains for a to no expense whatever. I have always railroad, and the country to the east- regarded the previous short extensions ward, through which the connecting road as insufficient, but the company had to would pass, is reported to be the most be satisfied with what they could get. productive and desirable portion of the Ir. my experience in dealing with this Northwest. It would appear that with charter I find it is difficult to "dr.ve" this coast possesses. Holding as I do such a connection, the products of that these who have the control of money. a firm and unflinching belief in the fu- yeung but rapidly growing country might. The unusual and unexpected early sesture of this province, and believing also be conveyed to the European markets by sion of this house compelled me to try to in the resources which it will make avail- way of the Pacific, instead of as now by do this, but I found it to be a mistaken able and the advantages of the road it the Atlantic Ocean, the advantage of discourse and had to abandon it. I think I now believe the enterprise to be , by Although the carriage by sea would of sion now before the house that there is public opinion, I naturally feel more course be increased, yet the carriage by every probability of accomplishing some hopeful and confident of success and am sea being so much cheaper, the cost thing, and I feel sure it is the desire convinced that the road, even if it should would still show a material saving. Inke and ambition of every honorable geatlenot be built under the immediate direc- for instance the rate of freight from nan in this house to do what he can ... tion of the present company, will in points west of Winnipeg as the basis, further the settlement and development time, if not immediately, be undertaken und the distance by rail to the seaports of the province. I feel equally sure, as by some other company, or through some on the Atlantic at from 1500 to 2000 I have already stated, that in no way other means as a necessary undertaking miles, and considering, too, that most of can this be better accomplished than by