RAILWAY POLICY IS EXPLAINED

Continued from Page 1.

to carry out such works as they may undertake and such as is involved in the building of the Vancouver, Howe Sound & Fort George railway line. In connec tion with the urgent necessity for a railway connecting Vancouver with Fort George much has been said in the public press during recent weeks, and there has been marked activity among the various boards of trade ,chambers of commerce and similar organizations which have energetically taken up this project. But when I take the House nto my confidence and tell the House that the consideration of the best means to adopt to secure the building of this line has been the work of the govern ment during months and months past, it must not be taken as the slightes reflection upon the activity of these various organizations, but rather the government recognizes these organiza tions as fittingly representative of the business interests of the country and of the optimistic feeling which is enjoyed throughout the length and breadth of British Columbia.

4,000 Miles of Railroad.

In the first place I should like to di-rect the attention of the House to the very sriking evidence of the part played by late railway construction in the de-velopment of the province. In 1904 there were, in British Columbia, but 650 miles of standard roads. In 1912 the mileage, constructed or assured, and largely through the development of the railway policy of this government, is not less tahn 2,922 miles-built or under contract. (Applause). If we add to this the \$45 miles in addition which are provided for by the policy of the government embraced and expressed in these bills, we have the result of constructed and assured railways in British Columbia of upwards of four thousand miles of standard road, as against but 650 a few years ago. Included in this total, I count this Vancouver and Fort George line with an estimated length of 450 miles.

There have been several large organizations interesting themselves in the project involved in linking up Vancouver and Fort George by a line of railway, to give access also to the Peace river country; and while the government has after mature consideration completed this agreement with Messrs Foley. Welch & Stewart, this by no means indicates that the government undertake to say or desires to suggest that any of the other persons or corporations who have been applying for the right to take this work in hard have been in any way unequal to the task. The contract with Messrs. Foley, Weich & Stewart has been made in the general public interest, and with recognition as well of the fact of what is being done by the Grand Trunk Pacific.

Independent Company Now, Mr. Speaker, I should like in the ist place to make one observation in nection with this proposal, and that hat this Pacific Great Eastern Rail-Company, which this bill will bring existence, is an entirely independ, existence, is an entirely independ, an and individual raliway company under the control of this government, a company absolutely independent and in no respect whatever allied with or de-pendent upon either the Grand Trunk Pacific the Company and the second Pacific, the Canadian Pacific, or any other road. In casually looking over the schedules set out in this bill, one might possibly come to the conclusion that this company would be to a certain degree of in some way under the power of the Grand Trunk Pacific Company, but careful perusal of the bill will dispel this misapprehension and convince he house of the fact that this new line, which may become in process of time part and portion of still another Canadian sanscontinental system—as I sincerely hope it may—is in reality in-cependent absolutely, under the control

cependent absolutely, under the control of this provincial government. More than that, while in this bill we are providing for connection between Vanceuver and Fort Generas with the section lined with gold dredges capable of lifting from the riverbed

le gentlemen here must know some-ing of what great potentialities are to can hesitate in the conclusion to which he will come as to what lies before that country when there is more dea found there. Lilloost District

officient some years ago you all officient that there was a trement excitement in Lilloost become

excitement in Lillooet, because of the discovery of some lode mines where there promised to be an abundance of very rich ore of free-milling quality. On this excitement, there followed many disappointments and consider-able loss, with the result that Lillooet.

like many another mining camp in its early history has had to suffer from

but I would be the last man in Brit-ish Columbia to say that Lillooet as a mining section is done or that there is nothing in sight there for the minera of the future. On the contrary I am pleased to be able to tell the house that

from reports which we have receive from government engineers and other the sections of the Lilliooet distric

the sections of the Lillooet distric now being prospected or in course o development give promise of excellen results in the near future. Heretofor because of the indifferent transports tion. It has been almost impossible if provide mining machinery at a co-which was not prohibitive, but one which was not prohibitive, but one

completion of the Venceuver and How Sound road will be coincident with the flowering up of a new life in that sec.

The history of mining in British Co-lumbia unquestionably will bear our the statement that there has been a remarkable harvest of gold from the

a treams of the Lillodet country through accer minist. The bare which extend along the Forser valley have been the source of rich fortunes to many an ad-

the past that gold exists in these rive

beds probably to a much greater ex-tent than it was found in Southern

with the construction of this railroad there will be large and profitable in-

the effects of an injured reputa

velopment, because from the appear-ance of the farms that have been there There is no doubt whatever of the for forty or fifty years and from the abundance of the crops which have been raised, we can see that experi-mentation has been carried to such an wonderful productiveness of the soil of the Lillooet section, and as to the fruits hat are grown there, it is the opinio of the best experts and the most expe enced judges that it is of the fine extent as to disclose the splendid fact to the people of British Columbia that quality and the most excellent flavor. we have a magnificent heritage for an agricultural community in this great north land. Then when you leave Quesnel and Soda creek and go on to Fort George, you see the wonderful of my travels through the interio our province, and can speak from sonal knowledge of the excellent crops of the Lillooet of apples and the general classes of fruits which one would look riches of the country along the Frase for as likely to thrive in this particular zone, which is part and parcel of the whose navigation presents absolutely no difficulties to the vessels that have world-famous dry beit of British Co-lumbia. When construction of this new linc is accomplished, the people of the I.'llooet will be able to make their ship-ments to markets that are eagerly world. for years now been operating under the management of the British Columbia Express and other companies. Even at this early stage of the growth and development being produced and destined to be produced by the Grand Trunk Pacific, you find in this district awaiting such supplies of apples and plums and peaches and such other fruits, and we on the coast will be able to get these fruits from the Lillooet, as settlement after settlement where the pre-emptor has gone in and where we should have long are had the facili-ties of transport been available. We will then be able to get the fruits grown in the Okanagan on the island as well as on the mainland. there is every reason to believe there will before long be a large and very wealthy population. Then as you ap-Transpertation for Minerals

proach Fort George you find a wonder-ful section of country at the junction of the Nechzoo river with the Fraser, Then as to the mineral country, Lil at or near Fort George. There the ooet has for many years enjoyed eputation of some considerable in scene is most pleasing Marvellous Co

On my trip to Fort George some months ago I had the oppertunity of visiting one of the townsites, and by the way, there are several there, and ikely to remain; but I, as I say, with ome of my friends had an opportunity to visit one of them, where we secured an excellent view of the upper Fraser and the long reach of the Nechaco river. It is a sight which must im-press all who behold it and which I m sure will long linger in the memory not only of myself, but of those who were with me on that occasion. Here is a marvellous country and one which with just a little more develop ment of transportation may, even in-dependent of its agricultural resources, make the lower section of British Col-umbia look to her laurels. It would be infair at this early stage of her de-

velopment to ask too much of the Nechaco and the northern country, but there has been already a good deal of settlement. The experimental work has been done, and we are fully entitled to say that it is destined to take rank side by side with the very which was not prominitive, but ence this mining machinery is able to be brought into the country at a moderate cost, we will soon see there the rapid development of many a promising property. I am satisfied that the early est sections of the province in agricultural and horticultural productiv uffice it to say for the present that the settlers who have already gone in there are well satisfied. They are raising crops abundant in quantity and of the best quality. While their tion of the province, and that it will presently spring into prominence as worthy of a high blace in the mineral zone of British Columbia. The blace of Sold markets are yet few and far between hey are able to make good profits. The prospects of the settlers in this dis-trict therefore are in the highest deects of the settlers in this dis-

gree encouraging. In Peace River Country Now, as we pass away from Fort George, which for the present is the terminal of this road, we come prestly to the Peace River country, which we look for some remarkable developments before long. Stories are brought from there by exploring par-

ties of the wonderful land and the venturous prospector and the time is approaching when the application of up-to-date methods to the problem of lifting this mineral wealth from the beds of the Fraser and its tributary promising coal fields and the im mber areas of this part of the province of British Columbia. We can scarcely look through a single local streams will once more be possible, and this time on a very large scale. We know from what has been done in paper of these times without finding some account here of what may be ex-pected when the Peace River country is opened up. All manner of forecasts are made as to the great wheat crops the Peace River country will be able to answer for. So many things are said about the coal fields as to make California, where dreaging methods have been carried out so successfully, and I am impelled to the belief that one feel that when transportation facilities are provided the coal output may equal, if it does not surpass in value, that of the wheat. Then, toowe are told of the vast areas of timber of excellent quality, not perhaps so tract with the Grand Trunk Pacific large or so dense as you find in the Railway company, we have been careful

tandard sauge line, and to op orderding to the requirements is satisfaction of the province

ministration, and the province of E

ransportation rates. (Applause). hat we may have this assurat

wille we propose to give a sederal ention in order to encourage the ideration and completion of this i

tion that has been expressed because the attitude of the present training

way, on treight and passenger tarif that there is a feeling throughout Br ish Columbia, especially in those a tions through which this railway ru that there is one way by which we m

oower and authority to say whether

plause). It is not likely that we wo

erate efficiently and properly, we not want it to be in any respect an

osition on the general public.

White Labor Only

point may I be allowed to refer a

met, but I can say that all around Canadian Northern Pacific has lived

to its bargain to employ white and white labor slone, and to ot

attention to one case on Vanco Island where the wage is below the wage schedule. We propose to

Wage schedule, we propose to to into this and to see that the white labo of the country gets the protection to h found within the faur corners of thes bills. While in the bill there is n specific mention of Orientals, at th

me time we have in our posses

a contract with the company which enforcible and which gives us this surance, the same as in the off

schedules, so that while there is

irect mention of Orientals, the rhment has made its agreement

they shall employ no vellow men. The reason for this is apparent. In the pass a great deal of delicacy has been ef pressed whenever there has been men

in of Orientals, and there has bee

disallowanes, so to guard against the disallowanes, so to guard against the slightest danger in this respect and to keep ourselves as far as possible from the doctrines that have obtained in the

epartment of justice of late, in these ontracts, since we made our first con-

tract with the Grand Trunk Pacific

The road is to be built by white lab

the government of British Columb

matter of whom it may be con

tariffs are reasonable or

is of operation and dec

while we want the con

inental line, the Canadian Pacific rat

titles will draw four per cent cern in the good old city of Halifax as in the city of Edm

ons which are growing up and which appear to be bringing nearer and nearer this western province to the far east of Canada are indeed striking evidence of the fact that we are quickly coming out of the obscurity that seems to have hidden us during all these years, and take the place and ran among the provinces of Canada that the wonderful resources of the province ensubstation and completion of this road when it is built and in operation, the rates will not be prohibitive, but will be such as the people of the countr-will be able to enjoy with some degree of profit. (Applause). We know per ferily well because of the dissetisfac-tion there has the set titles us to claim.

Let me close by saying that for my part, as I must take the principal responsibility for these proposals as in this House, I do so without the slightest hesitancy. The government is, under ordinary conditions, entitled in have another session before going to the country. Four years, according to law, must expire before it is required that we go down to the country for endorsement and support. I am not say ing this afternoon that there is a prohave security that the traffic arrange posal on foot that in the near future ments of these lines will be fair and reasonable, and that is by retaining within the local administration the there should be another election, but I am saying that if we think these proposals are of so great weight and importance as to justify an appeal to the people, we will appeal to that great jury and look to them for the endorse ask any company to adopt a tariff that would not permit at least of paying the ment which hard and honest work and efficient administration rightly. titles us to. The debate on the bill was adjourned

by Mr. Brewster. On the next bill, the premier contented himself with saying that it was designed to incorporate a company to undertake the building of the Pacific lay and nothing more. We think that Great Eastern railway. The gentleme associated with it were well known to can be trusted to see that nothing 1 the legislature. The passage of the done to the company that is unjust o that will impair its usefulness as a transportation agency.

bill was a formal proceeding but an important one. British Columbian I say that as In this case also, the adjournment was moved by the leader of the opposi

alone, and there is to be a fair wag C. N. P. Construction

On the bill to make provision for the extension of the lines of the Canadian Northern Facific, the Premier said: This bill will, I am sure, prove of more than passing interest to the mem here of this House, especially becaus this present legislature is responsif for the part and place the Canadian Northern Pacific has taken and is tak ing in the present development of British Columbia. It is competent for

point may 1 be allowed to refer a mo-ment to questions that have been asked us, with respect to labor on the Can-adian Northern Pacific, both as to its Mainland and Vancouver Island lines. There are, I believe, about 6,000 men amployed in the construction of these lines, and we are attempting as far as we can keep a general supervision over them, and it is a matter of some con-gratulation that despite this large num-ber of employee, complaints have been so few and far. Detween. With so large a fumber employed, here and there dif-ficulties must arise and will have to be met, but I can say that all around the the government under the old Canadian Northern Pacific bill by order-in-council to provide necessary authority to the company for the extension of its lines and under that power the government, some time since, provided the corpor ation with the right to advance its lin on the Island of Vancouver 150 miles north and east, and from the city of the fair wase clause. I congratula my friend from Newcastle, who wi Kamloops to Kelowna by way of Ar strong and Vernon, a distance of 125 its usual energy in these matters, h ooked around to see that there is infairness, in that he has called in miles, and from Vernon to Lumby, a distance of something like twenty miles making a total of 150 miles on the

the Mainland.

I am reminded when I direct my at tention to the proposals of this company that there have been of late re quests made to the government to so licit the interest of the Canadian North ern in other parts of the province, not ably in the Nicola, Revelstoke, Golder and southeast Kootenay districts, an Quatsino and Hardy Bay as well, While the provision made in this bill does no extend to all of these, I think that the work of the Canadian Northern as i great pioneering road, and an energetic one in the other provinces will stand as a great assurance to this province that presently, when the time is ripe and plans will provide, the governm prepared to move that they shall ex tend their lines into these communities

Micola Country

ergetic community, and I have no d

Take the Nicola country, where of re cent date wonderful coal been under way, where there is a large expanse of productive country, the climate is most congenial, and where there is all that could conduce to an en

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Rail Rail New Rail

NATURE O

to return to

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railway. The prefatory expl

The first bi to ratify an government at art, and betw Grand Trunk pany for the thom the Ch-

George. The for construction the Grand Tr

Conti

way extensions and the improvement in Then again, up the Columbia and own into Kootenay is a chance for railour harbor, will presently assume such propofitions as to tax the entire comarly eightles, when a contractor on the munity and the near surrounding ter-ritory for a sufficiency of room to take care of the additions that will be nec-C. P. R., Sir William Mackenzie saw value that lay in the future of the timessary. er berths in that valley. He told me

A States

New and Better Things

not long since that he purchased large While I remark that this is a good tracts at that time, and he holds these thing for the capital city, at the same still; that if he had faith then in the time it is an excellent thing for the future of the country he has ten times entire population of the country. Victoria has had the handicap of water As to Southeast Kootenay the C. N R is in possession at the present time travel to the mainland and she has of a franchise authorizing them to go suffered more or less from the fact that her influences with the C. P. R. through Kootenay Pass They have were never of the same standing as made explorations, and are continuing those exercised by the terminal city of Vancouver. I am not here speaking eray, where their lines may be extended in any critical vein at all, but rather in the attempt simply to mark some-To compare the record of the Canthing that is of record. We are, howadian Northern with the record of the ever, under the promise of new and Canadian Pacific and its accomplishbetter things and more prosperous ments, to be fair to the Canadian Northtimes. These extensions on the island ern you must say that at any rate in will serve in a very marked way to point of energy and in point of courage bring about new conditions; and with the development of our timber and record that is far beyond anything the mineral wealth, and with the discovery of more agricultural land on the island, and the disclosure to the world of these advantages, together with the wonderwell in the opinion of the world, the ful climate and the still more wonder-Canadian Pacific had ever developed the ful scenery which the island is in a energy, the courage and the foresight position to boast of. I think I may that is displayed by the Canadian North-ern you should have seen today a much larger mileage under the acgis of that ocroporation than we have today in Bri-tish Columbia. Not that I wish to re-flect on that corporation or on that great railway man at the head of it. Sir Thomas Shaughnessy, because as a Cansafely say that there will be such a revolution and settlement as has never been precedented, even within the knowledge of those who are familiar with the country.

Every Confidence Speaking personally, I have every idian I want to say that under him it unfidence in the island, and in the is a credit and a source of pride to the Caradian people and the British race, mainland as well. If I did not have that confidence I would not this afterbut speaking from the viewpoint of a noon, with all solemnity and deliberation. submit to the people of the counpaied with the Canadian Northern there try the great railway proposals now before the house. While I have that confidence and enjoy that assurance, has never been, at least to date, the same courageous and the same energetic activity as Sir William Mackenzie do not think that I would be right in my conduct if I allowed a day or an hour to go by without taking the first opportunity to give to the people of British Columbia all the blessings that ought to flow from the opening up and development of such marvellous territory as we know to be contained within the four corners of the province. If it has so happened, as I in-dicated in my address, that in the wisdom of the government there may be an appeal to the country, there is no uestion of this that the government is prepared to go to the people of the country and ask their verdict. And if that verdict were to prove unfavorable I would have you believe, sir, that there are no men more prepared to accept the judgment of the people on this question than those gentlemen who compose the government of the country, or the party which stands so well and so strong behind them. But we have had some knowledge of our people in days gone by. We know and rightly claim to know the timber of which they are made. We understand the energy and aggressiveness of the Canadian who lives in British Columbia. We can feel his buoyancy and onjoy his enthusiasm. While we want to be with him and by him, at the same time, as a government, we feel that it is our duty to try and see a little in advance. So it is with that determination to be a little in advance that we are at this present time making provision for the opening up of the country. Strathcons Park

Now we come to Strathcona park. In this section of line that is now under way-and here I am satisfied that the house will agree with me-may be found, just so soon as the proper plan is matured and the line open, some of the most wonderful scenery in the world, a playground of 200,000 acres, and more than that, something that in the days and years and centuries to come, will furnish a great amount of enjoyment and delight to generations and generations of our people, as well

and Sir Donald Mann both have shown n connection with the Canadian Northern. In the Okanagan Now we come to the consideration of what this road will do for the beautiful Okanagan, and I will not at this time go over the many and eloquen references that I have heard in regard Island and approximately 145 miles on

these different places in the immediate vicinity. It is impossible to prophesy what the net result will be; suffice to say that the same benefits will enure to these sections of the province that always come to sections of territory where railway competition offers and is supplied.

Down Into Kootenay

these to find a way into Southeast Koot

the Canadian Northern has made

ratiroad history of Canada has disclose

to date. If in the course of its develo

ment, with its huge assets standing

that is displayed by the Canadian North

ore today.

and favorably operated.

Multiplied Prosperity

If there has been prosperity in thes laces in the days gone by I should like undertake to say this afternoon that that prosperity will be greatly plied in the near future when the Car dian Northern Pacific is in operation an in touch with the entire community. You must mark that the read leading int the Okanagan leaves the main line at Kamloops. This is an interesting point because it seems to me that anything associated with good pld Kamloops is always of more than passing interest. Since the inception of business it has always been the intention of the Canadian Northern Railway to establish at ops very ext

o it within these walls of narliamen That the Okanagan is good we know. From the remarkable wealth of the district we may estimate the great future that is now before it. Even with the one line of transportation, the Shuswap and Okanagan, we have witnessed in the last fifteen or sixteen years developments that constitute a record, and when we consider that fact what may we not expect, what may we not have the right to claim, as coming to

this part of British Columbia presently when the Canadian Northern Pacific syswhen the Canadian Northern Pacific sys-tem is extended in that direction. Con-sider how much it will mean to Vernon, Armstrong, the upper Okanagan val-ley, Kelowna, Summerland and all of

vancouver and Fort George via Howe Scund and up the Fraser valley, it will be seen that provision has also been made for adequate connections to serve the coast cities and New Westminster. made for adequate connectio Provision has also been made in this connection for the maintenance of a proper ferry service between Vancouver Island and the mainland-a ferry service which must be in every respect the best that can be provided, and which must measure up to the requirements of the Lieutenant-Governor-in-Council So that while this new road will neces sarily be of first and very special service to the city of Vancouver at the same time all the communities and all the districts of the province will also afforded every reasonable opportunity to share in the benefits that will be made possible through the opening up of the regions that this line will traverse, and Victoria and New West fister as well as the outlying districts will share in the many profits and bless-ings- produced by the construction of this new line.

Timber Wealth

With respect to the country to opened up and served by this road, it will not be necessary for me here now to indulge in any general description: I need scarcely tell this house of the wonderful timber wealth of the Howe Sound district, or of the latent minera wealth lying in that zone today, awaiting exploitation that has hitherto been impossible for the lack of transport facilities. Through my identification with the department of mines I have perhaps especial facilities for knowing that the mineral prospects of this secwhen once transportation difficulties have been removed, are of vast importance, and there is every reason to believe as well as to hope that this section will some day prove one of our best lede mining districts. With respect to the Pemberton Meadows, they are already receiving considerable deserved attention as a valuable agricultural region. Farming operations have been under way there during years past, at tended with such a measure of success as to plainly show that here again wit the provision of additional facilities of transport, the people of British Columbia will be enabled to develop farming lands which give every promise of being a splendid and valuable addition to our agricultural areas, and provide satisfactorily for large agumentation of our population. Then, as we move along, there is the Lillooet district, and honor-

lions upon millions of gold. I d not wish to be at all extravagant in my references in this respect. I am mindful of the fact that the responsirespect. I am mindful of the fact that the responsi-ble office I hold as minister of mines must make me more than careful in anything I may say in regard to the mining industry, but 1 wish to say that I speak advisedly because of my own intimacy with the district and from re-ports which I have had sent to me by independent explorers and miners, and from all of these sources I am satis-fied that there is a wonderful future assured for Lillooet both as a placer gold dredging proposition and as a lode nining centre.

Opening Up Cariboo

Then as we come up the Fraser, we approach the Cariboo district. This is a district with which many of the hon-orable gentlemen here have the privi-lege of a considerable acquaintance and many of the members are well aware of the riches of the Fraser as you supposed the district. you approach the Quesnel country and the Fort George section. There have been farms successfully, operated and long since flourishing along the benchlands of the upper Fraser river. There are many estimable pioneers as well as old residents along the banks of this old residents along the banks of this mighty stream who went there in the early fifties or sixties, and first made their records for homestends and pre-emptions, and despite the disadvant-ages which they encountered and espe-cially the very great difficulties with regard to transportation they have been to a very wonderful extent suc-cessful and many of them have accum-ulated emisedite constants. ulated splendid competencies through their farming and stock-raising operatheir farming and stock-raising opera-tions. Their investments which have been so successful under the conditiona which they were compelled to meet will give us some idea of what is in store for settlers who will pour into that wonderful land in the near future. I was very much struck in traveling through that country from the distric of Lilloost right through the country from Soda creek below to Fort Georg and above-I was very much impressed with the wonderful extent of the excel lent farm land that is to be found on either side of the main river. This land, as anyone may see who takes a trip through that country, is almost imitless in quantity and is of excel-

ent quality. Magnificent Heritage

As you so up from Quesnel no one

ower section of the country but nevertheless, considering the latitude in which it is located, is a good marketable kind of timber that will be profit. able because it will be found su for that section of the country which lies east of the mountains.

Government's Intention

The government has not gone s far in its present proposals as to pro-vide for the extension of the rallway system from Fort George into the Peace River country, but we would have you to take the bill that we submit today as an earnest of the intention of the government to press on with the work of providing transportation for the northern part of the country and all our efforts on this behalf will be based in the future as in the past on the closest inquiry and in-vestigation. By the time this road is at or near Fort George we expect to be in a position to determine to what length and along what routs there shall be a continuance of transporta-tion from Fort George toward the northern hinteriand. This is a large multiple that each of the set subject, but one which in all fairness I am bound to anticipate in view of the extensive transportation proposals

government has presented to the coun-And I would ask the house to be lieve that just so soon as time and conditions warrant, it is proposed to leave nothing undone to connect the Peace River district of the north with the older settled districts to the south, so that there may be one belt line run-ning down to the 49th parallel, and so that we may preserve this great country and the interests it may cover for our own people and our own in-terests. (Applause.)

First Mortgage on Line I am not this afternoon making any

attempt at all to go into the details of this contract. You sir, are familiar, and the house is familiar with these various proposals. They are word for word what has already been explained to you in connection with the Canadian Northern Pacific contract. We are asking this firm to whose undertaking our government guarantee is being given, that they in return, shall give to the province of British Columbia precisely the same securities as we received from the Canadian Northern Pacific company.¹ British Columbia secures a first mortgage on the line. The government

being throughout the Dominion, and what British Columbia is doing is of as much guarantee is \$35,000 per mile, and the

t jo enclose this Oriental schedule it bargain, but we have provided fo by private agreements in which the untry can rest secure and satisfied, Existing Charter There is an item I must mention be fore moving the second reading of the bill. It occurs in connection with him or ten miles of standard gauge railwa built from Howe Sound towards the

Pemberton valley by the Howe Soun and Pemberton Meadows Railway Com pany, of which Mr. J. C. Keith, an ep timable citizen of British Columb Umable citizen of British Columbia, is president. From my information Mr. Keith undertook, the construction of this line from the town of Newport at the head of Howe Sound with a view to extending it to the Pemberton val-ley and further on to Fort George. The Pacific and Great Eastern railway, as these already described will transmiss I have already described, will traver the same section of country as is a ready traversed by this nine miles road. I would like to inform th Legislature this afternoon that in th working out of the details in connect with the construction of this line, it is expected that the new company will be enabled on fair and reasonable terms, p enabled on fair and reasonable terms take over the trackage of the How Sound and Pembertod valley road, a that the investment for which it stand will find fair and ample protection. the government can assist a settlement of this sort. I assure you we shall spire no effort in this direction. Mr. Keith is an old resident of this country, and has shown great faith in this province, and is one for whom I have great re-spect and to me it much have great re-

spect, and to me it would be very satis-factory if these, interests could be fused, and the investments of Mr. Keitl should not be injuriously affected. People to Decide And now I have tried to define

And now I have tried to define a these few words to the house and to the country the principles underlying in construction of the Vancouver and For George failway, with which the pro-vincial government has been associated The government attempts this under taking with every assurance that 1 will meet with the approbation of in people of British Columbia, and with the endorsement of our brother Canad he endorsement of our brother Canit ians to the east of the Rocky mon tains and by the shores of the Atlan ocean. Developments of this kind a watched with great interest men would have you believe is

future.

that this part will come under the of the company. I will have you that if it is good business, and this gov-ernment remains in office we will do what we can to find means by which we can attract the Canadian Northern rai way to the Nicola country, and the same remarks apply to Revelation and the Southeast Kootenay country. Down from Cranberry lake, I am advised, there would be an excellent and very cheuply built right-of-way, and as well from the main line of the C. N. R. at the Bir Bend of the Columbia river, from which strategic point branch lines c be built up and down, on the one hand to Revelstoke and Arrow lake, and the other to Golden, Windermere and Southwest Kootenay. In view of the company's undertakings of today I can-not believe that there are conditions prohibitive even in the smallest degree that would deter this great transcontin-

that would deter finds great transcontin-ential line from entering these fields as soon as conditions warrant. I have montioned the wealth of Nicola. I need not stop to speak of what we have at Revelstoke, and that wonderful val-ley of Golden and the reaches of the libber Golumbia Revelstoke, so long Upper Columbia. Revelstoke, so long represented in this house by my excellent colleague, the Minister of Publi Works, always makes a claim to be in class of its own. Often it has been m good fortune to hear at the banquet board in that town wonderful stories of the Big Bend, of the timber lands and the rich extent of the farming areas, I have been so fortunate as to, in pany with my colleague, Mr. Taylor, no n any months ago, make a trip to Bi Thend on the steamer Revelstoke, a trip I enjoyed very much, and on which I was able to see all I could in the time of that wonderful country. We did not proceed along the Cance river, but from government reports we know enough t believe that with railway connection tilitre is a large territory there that can be made profitable. One of the reports speaks favorably of the future of the Epeaks ravorably of the induce of the Canoe river valley for fruit raisins If by the extension of the Canadian North-ein they can come down the Canoe river and from Big Bend to Revelstoke, the community represented by the Minister of Public Works instead of being a inrivins city of some sight or ten thousand people will be able to claim a popula-tion in the hundreds of thousands, as stastic townsnien of that genue

The management of the line realized that there is a tremendous business to be looked for both in the coast section between tidewater and Kamloops and the interior section between Kamloon and the eastern boundary of the province. In order to work toward this end which means the effective maintenance of the road, plans have been under way to provide for large machine shops, an all the other impedimenta, so to speak that goes to make up the modern rai way centre. Kamloops is to have the nefit of these. And in addition to that has to be added the construction and operation of branch lines. For my own part I am glad to be in a position to say that this must mean a great deal to Kamloops, and must serve as another assurance to the people, both at home and abroad, of the splendid future that lies before the inland capital.

On Vancouver Island

Passing over to Vancouver Island it s interesting to note that the one hun dred and fifty mile section will take the Canadian Northern system as far as Strathcona park and beyond, and to all the wonderful and beautiful discoveries -I use the terms in a general senseof that great district. But of all the striking things that have occurred in the province during the past few years I think that the awakening that has ome to Vancouver Island is easily the most striking. Even twelve months ago when the government was dealing with the Songhees reserve question and when there was some mention of what amount of ground would be required for ter minal facilities, the subject was dispos ed of by men with large experience transportation with the statement that perhaps twenty to thirty acres would suffice. Today, under the advice of the council and one of the most ex-perienced of expert terminal engineers, Mr. Holman of the Harriman lines, it is stated that more than half the re-serve will be required for terminals; and I am since advised that in view of the great construction in prospect the entire reserve will have to be given up for the same purpose. It is a splendid commentary on the development of the island that such a condition of affairs should obtain-that what was deemed adequate for the purpose a few months ago must be multiplied ten times over. I am of the opinion, though I must not stop to express myself more fully on the point, that the developments that will take place here with the Island rail-

00. as of our neighbors . Strathor park is easy of access from Vancouver. Presently it will be easy of ac-cess from Victoria also. But I would emphasize the fact that we do not propose that this park shall be the ial preserve of British Columbians. We would invite our American cousins to take advantage of this wonderful property. It will be as open to them and to the whole world as it will be to British Columbians or Canadians. It will be a playground for the people of the world, open to all, where comfort and enjoyment may be had with beautry of scenery and salubrity of climate. I am told that the scenery of the park is unrivalled. I have not had the

opportunity to investigate it in person but my colleague, the minister of finance and agriculture, made a very successful trip through the length and breadth of the park. and judging from the pictures which he brought back, must be one of the most delightful spots in the entire world. I was especially delighted with those of the series portraying him going over the mountain tops and dipping into the valleys with an agility that would have done credit to a boy of sixteen. When it had that effect upon my colleague, the minister of finance and agriculture, I think I can rightly claim that it will serve as a wonderful playground for the people of this province in which to recuperate and forget the worries

of life, at least for a time. My colleague the minister of public works will be able to announce in a day or two what arrangements he has under way, which he will ask this souse to endorse, with regard to the development of Strathcone Park. I think that you will agree that his plans have een very well designed and I am quite satisfied that they will meet with your fullest approval. Strathcona Park I am irmly convinced will in the course of the next few years become to the people of the Pacific coastline what the National Park at Banff is today and what Jasper Park presently will be to the people of the great interior.

Immediate Construction

Before concluding my remarks upon this bill, I may say that the proposals involved are upon exactly the same lines as those contained in the agreement entered into with the Canadian Northern Pacific two years ago. Ou present contract in this bill for furthe Canadian Northern extensions in British

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