

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 line...

4,000 Miles of Railroad.

In the first place I should like to direct the attention of the House to the very striking evidence of the part played by late railways in the development of the province...

There have been several large organizations interesting themselves in the project involved in linking up Vancouver and Fort George by a line of railway...

Independent Company

Now, Mr. Speaker, I should like in the first place to make one observation in connection with this proposal, and that is that this Pacific Great Eastern Railway Company, which this bill will bring into existence...

More than that, while in this bill we are providing for connection between Vancouver and Fort George via Howe Sound and up the Fraser valley, it will be seen that adequate connections will be made for the coast cities and New Westminster...

Timber Wealth

With respect to the country to be opened up and served by this road, it will not be necessary for me here to indulge in any general description. I need scarcely tell this house of the wonderful timber wealth of the Howe Sound district...

able gentlemen here must know something of what great possibilities are to be found there.

Lillooet District

There is no doubt whatever of the wonderful productiveness of the soil of the Lillooet section, and as to the fruits that are grown there, it is the opinion of the best experts that the most experienced judges that it is of the finest quality and the most excellent flavor...

Transportation for Minerals

Then as to the mineral country, Lillooet has for many years enjoyed a reputation of some considerable importance. Some years ago you all recollect that there was a tremendous excitement in Lillooet because of the discovery of some gold mines...

Waste of Gold

The history of mining in British Columbia unquestionably will bear out the statement that there has been a remarkable harvest of gold from the streams of the Lillooet country through the years...

Opening Up Cariboo

Then as we come up the Fraser, we approach the Cariboo district. This is a district with which many of the honorable gentlemen here have the privilege of a considerable acquaintance...

can hesitate in the conclusion to which he will come as to what lies before that country when there is more development, because from the appearance of the farms that have been there for forty or fifty years and from the abundance of the crops which have been raised, we can see that expert...

Marvellous Country

On my trip to Port George some months ago I had the opportunity of visiting one of the townships, and by the way, there are several there, and likely to remain; but I, as I say, with some 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...

White Labor Only

The road is to be built by white labor alone, and there is to be a fair wage clause in the contract. And on this point may I be allowed to refer a moment to questions that have been asked us with respect to labor on the Canadian Northern Pacific, both as to its mainland and Vancouver Island lines...

In Peace River Country

Now, as we pass away from Port George, which for the present is the terminal of this road, we come presently to the Peace River country, in which we look for some remarkable developments before long. Stories are brought from those exploring parties of the wonderful land and its riches...

Government's Intention

The government has not gone so far in its present proposals as to provide for the extension of the railway system from Port 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...

First Mortgage on Line

I am not this afternoon making any attempt at all to go into the details of this contract. You are familiar with 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...

concern in the good old city of Halifax as in the city of Edmonton. The associations, 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...

Down into Kootenay

Then again, up the Columbia and down into Kootenay is a chance for railway development. Away back in the early eighties, when a contractor on the C. P. R. Sir William Mackenzie saw the value that lay in the future of the timber betrays in that valley. He told me not long since that he purchased large tracts at that time, and he holds these still, if he had faith then in the future of the country he has ten times more today.

On the bill to make provision for the extension of the lines of the Canadian Northern Pacific, the Premier said: This bill will, I am sure, prove of more than passing interest to the members of this House, especially because this present legislature is responsible for the part and place the Canadian Northern Pacific has taken, and is taking in the present development of British Columbia...

C. N. P. Construction

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Nicola Country

Take the Nicola country, where of recent years wonderful coal mining has been under way, where there is a large expanse of productive country, where the climate is most congenial, and where there is all that could conduce to an energetic community, and I have no doubt that this part will come under the eye of the company. I will have you believe that if it is good business, and this government resting on its laurels, we will do good fortune to hear as one banquet can attract the Canadian Northern railway to the Nicola country...

Existing Charter

There is an item I must mention before moving the second reading of this bill. It occurs in connection with nine or ten miles of standard gauge railway built from Howe Sound towards the Pemberton valley by the Howe Sound and Pemberton Meadows Railway Company, of which Mr. C. H. Kelly is a prominent citizen of British Columbia...

People to Decide

And now I have tried to define in these few words to the house and to the country the principles underlying the construction of the Vancouver and Port George railway, with which the provincial government has been associated. The government attempts this undertaking with every assurance that it will meet with the approbation of the people of British Columbia...

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our extensions, and the improvement in highway harbor, will presently assume such proportions as to fill the entire community and the best surrounding territory for a sufficiency of room to take care of the additions that will be necessary.

New and Better Things

While I remark that this is a good thing for the capital city, at the same time it is an excellent thing for the entire population of the country. Victoria has had the handicap of water travel to the mainland and she has suffered more or less from the fact that her influences with the C. P. R. were never of the same standing as those exercised by the terminal city of Vancouver. I am not here speaking in any critical vein at all, but rather in the attempt simply to mark something that is of record. We are, however, under the promise of new and better things and more prosperous times. These extensions on the island will serve in a very marked way to bring about new conditions, and with the development of our timber and mineral wealth and with the discovery of more agricultural land on the island, and the disclosure to the world of the advantages, together with the wonderful climate and the still more wonderful scenery which the island is in a position to boast of, I think I may safely say that there will be such a revolution and settlement as has never been preceded, even within the knowledge of those who are familiar with the country.

Every Confidence

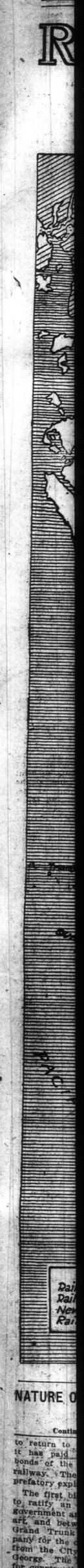
Speaking personally, I have every confidence in the island and in the mainland as well. If I did not have that confidence I would not this afternoon, with all solemnity and deliberation, submit to the people of the country the great railway proposals now before the house. While I assure that confidence and enjoy that assurance, I do not think that I would spend 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. It has so happened, as I indicated in my address, that in the wisdom of the government there may be an appeal to the country, there is no question 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 man 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 enjoy 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.

Strathcona 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, too, as of our neighbors. Strathcona park is easy of access from Vancouver. Presently it will be easy of access from Victoria also. But I would emphasize the fact that we do not propose that this park shall be the special preserve of British Columbia. 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 beauty 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 I 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. I am sure that 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 house to endorse, with regard to the development of Strathcona Park. I think that you will agree that his plans have been very well designed and I am quite satisfied that they will meet with your fullest approval. Strathcona Park I am firmly convinced will in the course of the next few years become to the people of the Pacific coast line 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. On the point, that the developments that will take place here with the Island rail-



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