

So Rich

Not to Yield Cents

Dawson

North, the latest from Clear Creek

Arkansas creek

Dougherty, who

staying, the

has been sunk

the prize fight

of February 16

Commerce has

Mr. Eberts

The Address

Adopted

House Passes the Address to His Honor by a Unanimous Vote.

Mr. Eberts' Brilliant Speech—Mr. Hawthorthwaite's Maiden Effort.

THURSDAY'S PROCEEDINGS.

The Speaker took the chair at 2:10 o'clock, and after prayers by Rev. Mr. Barber, the following petitions were presented:

By Mr. Helmcken—E. C. Bell, Victoria, for permission to build a railway.

By Mr. E. C. Smith—G. A. Cox et al., for permission to build a railway known as the Crow's Nest Southern railway.

By Mr. Stables for Tuesday next: Is it the intention of the government to take part in the great exhibition to be held at Glasgow this year?

NOTICE OF BILL.

On Monday Hon. Mr. Eberts will ask leave to introduce an act to amend the Land Registry Act of 1900.

DEBATE ON THE ADDRESS.

Hon. D. M. Eberts, attorney-general, on rising to continue the debate, was received with tumultuous applause.

Mr. Eberts said that the views of the members on the government side were echoed in the King's Speech, and that he had been so ably abetted by members of both sides, he had not intended to address the house at this stage but for the fact that certain arguments in favor of government ownership of railways had been placed before the people of the country, which, if not answered by a member of the government might be construed by some (a very few) as meaning that the government acquiesced in that policy.

It was to disabuse the minds of whoever might be possessed with the idea that the government would so far forget the trust reposed in it as to jeopardize the public credit by launching in such a costly experiment that would claim the attention of the world for a few moments. Further, he felt that it was due to himself and to his honorable friend and colleague, the minister of finance, and as a member of the late Turner government, to refute the attacks which had been made against the government in the House of Commons, and had been repeated by the Turner government from the outrageous charges of members of the opposition.

The member who proposed to dispute the fact that the annual guarantee of \$50,000 had not been repaid by the province in the year 1900, and that the progress in agriculture and other industries had not been such as to warrant the railway during the year, and that \$2 1/2 miles of new road had been constructed, and a large population occupied a district of 20 miles, before the railway entered the country, and that the number of persons who were discouraged from raising crops because they could not find a market for them. New industries had been established—all the result of the railway—and to-day the Okanagan valley was the home of contented, prosperous thousands. Did not these facts warrant the government guarantee? "Would any member of the opposition dare to say that the building of railways had not been a wise one? Would any one of them deny that the province was receiving a revenue of \$200,000 a year, and that a revenue of \$200,000 a year would not have been possible without a railway—double the \$100,000 expenditure of the province was not a valuable asset?"

Mr. Brown—Nobody denies it. Mr. Eberts—Yes, I deny it, or your first lieutenant did.

Take the Nakusp and Slocan railways—would you venture to say that the opening of that country by railway had not reclaimed an immensely rich mining country and caused an impetus to the mining industry which had been thousands to the revenue, and enabled miners to get their ores to the smelter for \$12 to \$20 a ton instead of \$35 to \$35 to \$35 for the same? That was one result of Turnerism.

Again, the British Columbia Southern railway, which resulted in the opening of the immense coal fields of the Crow's Nest Pass valley, made it possible to establish a railway to the mines, and the member for North Nanaimo had opposed that road in the House of Commons, and had been reprimanded by the Toronto Globe.

Mr. McInnes—The Globe is coming to my way of thinking now.

Mr. Eberts—Did the province or the government suffer because of that railway?

Mr. Brown—It made one member of the government rich.

Mr. Eberts indignantly denied that Col. Baker had made money by the incorporation of the railway. His wealth was due to his own foresight in securing lands in that district fourteen years before the building of that road was another result of Turnerism, and he defied the opposition to question the wisdom of the policy which furnished the new communities and the new industries which had sprung into existence in consequence of their construction.

Mr. Eberts then proceeded to traverse the arguments of the member for North Nanaimo regarding government railways. The honorable member had asserted that New Zealand was making a profit from her railways. A more reckless statement was never made on the floor of the house than that New Zealand blue-book to show that the railways cost \$37,000 a mile. Yet at the last election the opposition speakers declared that railways could be built in British Columbia for \$10,000 a mile.

They were making 3 1/2 per cent., and they paid for that money. The railways cost \$37,000 a mile. Yet at the last election the opposition speakers declared that railways could be built in British Columbia for \$10,000 a mile.

Mr. Riddick, a government official, denies the benefits of New Zealand railways. There they have no express trains. The trains are mixed, and they run as fast as an ox team.

Mr. Gilmour interjected several questions regarding the speed of trains in British Columbia.

Mr. Eberts, in reply, declared that British Columbia railways were far superior in every way—even the worst of them—to those of New Zealand, and he proceeded to read the following extracts from Mr. Riddick's description of the New Zealand railways, which caused much amusement:

It is hard for Canadians to realize the kind of railways they have in New Zealand and the way they are run. It is a small country, and there is no train that runs at night, so that such a thing as a sleeper is unknown, and there is no longer journey than one day. In most cases the trains are very short. The longest continuous run is only 200 miles. After travelling on this all day, the passenger has to leave the train in the evening, go to a hotel, where he stays all night, and next day resumes the journey.

They introduced dining cars recently, and Mr. Riddick smilingly recorded the curiosity of the people at seeing passengers eating on the train. They were at lunch on one of these new dining cars, and the crowd gathered round and peered through the windows, gazing with curiosity and astonishment at the difficulty they found with the dining car in the lack of communication between the two different cars of a train. New Zealand railways no passenger ever passes from one car to another, and in fact it is practically impossible to do so, but to connect the dining car they made an opening and constructed a bridge over the platform of one car to the platform of the other, and this contrivance they thought out there was a great achievement. There was no way of heating the cars, and sometimes it is freezing cold in them.

Speaking of the rates, Mr. Riddick confirmed the statement that the passenger rate for first-class is 5 cents per mile, and on one piece of road they actually charge 10 cents. This was the piece of road constructed at a cost of \$5,000,000 through a series of hills in a direction indicated by political influence for the benefit of a certain piece of land; but several landslides had occurred in the hills and some trains wrecked and lives lost, the government decided they would have to change the route and abandon that portion of the road.

There was a great deal of grumbling about the freight rates on the railways, and in fact Mr. Riddick saw nothing hauling goods on roads parallel with the railway, in competition with it, and they were even running traction engines along the country roads, competing with the railways, owing to the rates of freight. What the government would do about this he did not know, but he strictly prohibited any competition.

There is one private railway line 8 1/2 miles in length, running out of Wellington, and everybody there said it was the best road in the colony.

Mr. Riddick mentioned several instances where the railway policy was controlled by wire-pulling and political influence. There was one case of a bridge over a dry gully which was under construction for a long time. The road beyond it was laid and graded for 20 miles, with money which the government had borrowed and were paying interest on. There was some house-painting about the bridge, which prevented it being completed. The government were being pressed to run the road in two different directions, and they were pleasing two parties of one opinion the other, saying that the line would be constructed whenever the parties agreed.

Mr. Eberts concluded his able effort by complimentary references to the loyal tribute to the memory of the Queen and a eulogy of her illustrious son.

Mr. Helmecken, Victoria, said after the able speech of the Hon. Attorney-General, there was little more to say, but he would like to call the attention of the house to the fact that Hon. Mr. Turner is not premier.

Mr. McInnes—"What?"

Hon. Jas. Dunsmuir occupies that office, and it is the minister of finance, and he gets on the right side of him, a telegraph order comes back ordering the freight car to be hitched on to the passenger train and hauled through. Indeed, such a thing as a passenger express as we have here is unknown in any other country.

Would any sane man in the face of the evidence advise a province to take up the building of railways at a high cost, when the Dominion government might possibly be induced to construct a system of government roads, by building lateral branches from the great trunk lines.

It is not to be considered it wise, feasible or politic for a province to undertake such a task. Mr. Blair, the Dominion minister of railways, would not advise his colleagues to go into railway building.

Mr. McInnes—Will you define your government's railway policy?

Mr. Eberts—Allow me to proceed. The hon. member for North Nanaimo had spoken contemptuously of the delegation of interviews with one or other of the Dominion ministers. The delegates arrived in Ottawa on January 11, and he did not consider they had an interview with Sir Wilfrid Laurier. On the 15th they had a conference with Sir Wilfrid and other members of the cabinet, and he interviewed Mr. Mills; the 18th, Sir Wilfrid Laurier; the 19th, Sir Louis Davies; on the 20th and 21st, Mr. Blair; on the 22nd, Mr. Sifton; on the 25th and 28th, Mr. Blair; on the 29th, Mr. Mills, and on the 31st, Sir Wilfrid Laurier. They left Ottawa on February 2. The speaker had been all a part of this time, during which the Premier had wanted on the Dominion ministers, so that they had not, as had been alleged, wasted time, and he ventured to say that it would not disappoint the people. (Applause.)

In the matter of fisheries, British Columbia pays three-quarters of the revenue derived by the Dominion from that industry, and the Dominion is not allowing rights of the province were fully discussed, and the result would, he expected, be redound to the benefit of the province.

They impressed upon the Dominion government the disproportion in the expenditure paid to British Columbia, and the expenditure on the public service of the province, with the large amounts contributed to the general revenue by the province since confederation.

The government was firmly convinced that it was not ready to state its policy in regard to the extension of railways, and it proposed to enter into a contract with a responsible company for the construction of such a railway, providing for the retention of control over freight and passenger rates, and probably exacting a certain percentage of the receipts. The government was not ready at this moment to state

exactly the course of that railway through the Hope mountains, but it felt that it was absolutely necessary to open up the magnificent country which it would traverse, and it was preparing to make a contract for its construction that would afford the necessary accommodations, while safeguarding the interests and rights of the people. (Applause.)

Mr. Eberts then dwelt on the importance of the extension of a railway to the north end of Vancouver Island. He described in glowing words the great natural resources of the island and its capabilities in various lines of industry, which could not be exploited without a railway.

The necessity for a railway through Canadian territory to Yukon was undeniable, and it was the intention of the government to provide the first link by aiding the construction of a road to the northern boundary of the province. Apart from the value of this road as a highway, it would benefit the whole Dominion, the province would derive untold advantages from its construction.

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Mr. Rogers, Cariboo, was pleased to hear the Hon. Attorney-General speak on the subject of railways, but disappointed that no reference had been made to Cariboo, which was handicapped and its progress retarded by the high freight rates.

Mr. Rogers urged upon the government the desirability of abolishing the duty on the importation of iron and steel, and suggested that the government should consider the possibility of giving it railway control, conserving its wealth to Canada. Such a policy would reduce the tariff of any government that could achieve such a result. (Applause.)

Referring to the term "Turnerism," Mr. Eberts retorted, saying that no good done by the Turner government in the past and declared that the present government was doing good. He followed the example set by that administration. The Turner government had done good, but it was not Turnerism.

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the government would continue to extend the school system, and cheapen the cost of books. The future welfare and prosperity of the country depended upon the education bestowed on the children.

He expressed sympathy with the settlers on the E. & N. reserve, and hoped they would be justly and generously dealt with. There were a few men, pioneers of the old days of Casiar and Cariboo, who had suffered the hardships of a new country. They were not business men, and they had taken up the land in good faith, relying upon the government for justice and fair dealing. He trusted they would not find their confidence betrayed. (Applause.)

He had heard the touching tribute paid to the memory of the beloved Queen Victoria, by the Hon. the Premier, by the mover and seconder of the address, and by other members. English, Scotch and Native Son in turn had contributed their modest love offerings, and he, as an Irishman, wished to add his humble tribute. Nowhere in the world had more loyal and enthusiastic men shown more ready to shed their blood in her defence. (Applause.)

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bringing our heroes here on the occasion of the opening of this house, and if the government can recompense them in some way in recognition of their honorable and chivalrous behaviour at a time so vital to the front, I am sure there is not a member of this house who would raise his voice in objection to such a course.

It is intimated in the Speech that a measure will be introduced to amend the School Act, and to amend the provisions which reached that state when something in that direction is necessary. The expenditure in connection with this department of the government now amounts to about \$300,000, and has been constantly and rapidly increasing—so much so, indeed, that some very able means must now be provided for the carrying out of our educational system to as high a state of perfection as it is possible for it to attain.

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