

Hon. Mr. Martin replied that a large part consisted of the report of Mr. Gamble as to the Teslin trail, and which would already be found printed in the report of the Lands and Works Department. There would be no occasion to print this again.

Mr. Higgins, not yet satisfied, asked if there was any additional correspondence—correspondence that had not been included in that printed by private enterprise and introduced by the senior member for Victoria?

Hon. Mr. Martin replied negatively, and the matter dropped.

SPEECH OF MR. MCPHILLIPS, CONTINUING DEBATE ON BILL NO. 75.

MR. MCPHILLIPS, the junior member for the City of Victoria, said that this Act could not be said to come as a surprise. We had seen this legislature pass upon a bill to repeal certain statutes and portions of statutes granting aid to railways which received aid for a railway over exactly the same territory, in fact, over the very same route, and we had seen the solemnity of contract disregarded; further, we had seen principle cast away in the ruthless destruction of contract, so that for British Columbia at least it cannot be said that the infallible justice of the Crown obtains. Notwithstanding all this, and when Messrs. Mackenzie and Mann were so ruthlessly set aside and the Victoria, Vancouver & Eastern Railway Company has been shoved aside, we see the effrontery of legislation of this character, which can only point to the construction of a link in that already great system of railway which now, without competition, is in control of the mineral area lying immediately north of the international boundary line, i.e., the Canadian Pacific Railway. There is no thought or attempt in discussing this question to belittle the C. P. R., or take away from it the great praise to which it is entitled, still when we see a Government providing for Provincial aid to a short line of road that without other connection must be at the mercy of the C. P. R., and that other connection is made impossible, then we have the practical demonstration of what is feared. According to the statute before us, we have the following provision: "Sec. 8. Said subsidy shall not be given to any railway company not under the exclusive jurisdiction of the Province of British Columbia." What does this mean? It means nothing more than this—that if it is not meant to hoodwink the House—which, with a great deal of truth, might be said—it is the proposed aid to a line of railway which must be wholly under Provincial control. Being wholly under Provincial control, it must be local, i.e., it cannot connect with any road across the boundary and form any connection—say with the Grand Trunk system from Eastern Canada running over the Northern Pacific lines and connections. This at once demonstrates that the people of British Columbia, should they aid such a line of railway, only aid it to make a present of it to the C. P. R. Now the question here is not necessarily one of the policy of having competing lines of railway, but involves a great deal more—if the Province is to be developed as a whole it must not be retarded in that development by confining the channels of trade to one system of railway, which results in leaving many portions of the Province untraversed by railways. The Victoria, Vancouver & Eastern Railway and the contracts made with Messrs. Mackenzie & Mann ensured the building of a line of railway that would give the trade of the Boundary Creek country and the Kootenays to the coast cities and at the same time open up all that splendid southern territory of the Province and especially benefit the lower Mainland. But what have we here—a line of railway from Midway to Pentteton only, which, if constructed by any company independent of the C. P. R., would be wholly at its mercy, and it also follows that by reason of it having no connection with the coast cities other than by the C. P. R., and it being impossible for it to obtain the power to connect at the international boundary with any other system of railway, the road so aided, for all the benefit and advantage the public will derive therefrom, is useless, it merely means a gift to the C. P. R., because whatever company builds it must look to the C. P. R. for its business, otherwise it will have none, and the people of British Columbia will have spent some \$350,000 with no benefit or advantage. When considering this bill it is interesting to note the rapid change of policy on the part of the Government by turning to Bill No. 33, passed this session, being an Act to amend the "Columbia & Western Railway Subsidy Act, 1896," we find this provision: "Sec. 1. The time limited by Section 4 of Chapter 8 of the Statutes of 1896 for defining and projecting the lands to be granted to the Columbia & Western Railway Company, in pursuance of said section, is hereby extended for one year from the coming into force of this Act: Provided, however, that the extension of time hereby given shall not be held to effect in any way any question which may arise with respect to said land subsidy." How singular! Here we have this railway, one declared for the general advantage of Canada, and therefore under the exclusive jurisdiction of Canada (see Chapter 61 of 61 Vict., 1898), given until 1901 to build its line of rail-