

Narrows. I regret to have to report that, while the Provincial Government has provided a subvention of \$100,000, and while the Federal Government has made an estimate of \$350,000, and while large municipal subventions of the City of Vancouver and neighbouring municipalities have also been arranged, to date practically nothing beyond the drawing of the plans and the calling for tenders has been accomplished.

I do not wish to find fault with any of the interests affected by the Second Narrows bridge proposals, because the Provincial Government has invariably given it out as its policy that the general public interest would best be served if the structure were built at the Second Narrows under the control of any corporation, independent of all of them, but of sufficient proportions and strength to be used by all the railway companies upon fair terms, and with adequate provision for foot and vehicular traffic, not subject to tolls.

The plans of Sir John Wolfe Barry, the most eminent London engineer, were expected by some of the board, if not all of them, to be adopted, but it was disclosed on a careful investigation that to have attempted to proceed with the building of the bridge on the plans of Sir John Wolfe Barry would have meant an expenditure of at least two and a half million dollars; and in considering the nature of the undertaking, the fact that the company was an independent one and that it would demand all those various subsidies and subventions for sufficient financial support to go on with the undertaking, seemed to weigh materially against the effective inauguration of the work.

The project has, in consequence, been deferred, and the Government has been compelled by the various interests to step in and become more closely associated with the enterprise. The Federal Administration, through the Vancouver Member, Mr. Stevens, would appear to take the ground that the bridge must be owned and controlled by this private corporation.

For the Government to undertake a responsibility that would involve us in a very heavy work and, of necessity, a very costly one, has not so far commended itself to the Government, but at the same time we are anxious to see the bridge built, because we realize that on general principles it ought to be built and also because of the

programme of the Pacific Great Eastern, in which we are deeply interested. Then again, the Canadian Pacific Railway is said to be anxious to get a train service in North Vancouver, and I have not the slightest doubt in my mind that the Canadian Northern will be seeking the same privilege, so that, no matter from what viewpoint the subject is approached, there is considerable urgency in the case and the work must be gone on with.

So far as I propose to go in associating this matter with the Pacific Great Eastern subventions, I should like to say that the tunnel and bridge company and the Pacific Great Eastern can both rely on the best offices of the Government to assist in pressing on with the work in any manner consistent with the public interest and the position we have taken throughout. I see no reason why, within the next three or four months, some real and energetic means may not be devised whereby it can be demonstrated to the people of Burrard Inlet particularly, and the people of British Columbia generally, that this long-looked for bridge is presently to become an actuality, and that the train service proposed by the Pacific Great Eastern will be through to Vancouver very shortly after the line is completed from Fort George into North Vancouver.

In addition to this question, and affecting the first section of the road, you will observe that, while the mileage treated was originally 450 miles, in the Act now before the House it is stated to be 480 miles. We undertook to provide for this additional thirty miles the same guarantee that covers the 450 miles. The official returns give the length of the road at 480 miles, and this accounts for the change from the original proposal.

When the bill of 1912 was submitted to the House the estimated cost of construction was in the neighborhood of \$15,000 a mile. The figures as reported now would make the construction cost at the rate of \$58,000 throughout the whole work, or a total of \$27,840,000 for the line. This will leave, raising the guarantee, as the bill proposes, to \$12,000 per mile, \$16,000 a mile to be found by the Pacific Great Eastern, or \$7,680,000 altogether.

The character of the country through which the line passes is not so rugged