

roads referred to had acted on the conditions of the law, namely the Crow's Nest & Kootenay Lake Railway. He had overlooked the fact that the grant of the British Columbia Southern Railway had originally been given to the Crow's Nest Pass & Kootenay Lake Railway. It was not proposed to interfere in any way with any company that had acted upon the authority or promise of the statute, and he would ask in committee, therefore, that this British Columbia Southern or Crow's Nest road be exempted from the contemplated repeal. As to the Ashcroft & Cariboo road, the C. P. R. branch and one other road, it would be noticed that the statute differed from many subsidy acts, inasmuch as no subsidy had been granted to any of the roads, but the Lieutenant-Governor in Council was invested with authority to make a certain payment in the event of certain conditions being fulfilled. It was now proposed, as these conditions had not been fulfilled, to take away this power from the Lieutenant-Governor in Council.

There had been granted subsidies for railways from Boundary Creek to Pentiction, from Bute Inlet to Quesnelle, the Vancouver, Victoria & Esatern, and a road from Teslin to a British Columbia seaport. None of these had been constructed, but in regard to the line from Robson to the Boundary Creek district although it was not yet constructed, a contract had been entered into between the Government and the Columbia & Western Railway Company, which has a charter to cover this district, by which it is agreed the road shall be constructed, and it is being constructed as quickly as possible. The Bill was not intended to affect that 80 miles of road, nor is it intended to affect the power of the Lieutenant-Governor-in-Council to enter into a contract for the construction of the remaining 100 miles of road from Robson to Pentiction. (That is the section from Midway to Pentiction.) However the intention was to ask in Committee for the repeal of all save this 80 miles of road, the House being subsequently asked to pass a new act with reference to the 100-mile section from Midway to Pentiction, as the time for the Company to operate in under the old Act was now rapidly approaching its termination.

Section 2 of the Bill showed that while the portions of Chapter 38, of the Statutes of 1897, being the Northern Railway Aid Act, 1897, which made provision for land grant subsidies to the Yukon Mining, Trading and Transportation Company (Foreign), and the Stickine and Teslin Railway, Navigation and Colonization Company, had been repealed, the subsidy to the British Columbia Yukon road had been allowed to stand, as the railroad is partially completed and the subsidy will probably be earned.

As to Section 3 of this Bill, the late Government had purported to enter into certain contracts with Messrs. Mackenzie & Mann with reference to the construction of a line of road from Pentiction to Boundary Creek; from Pentiction to Point Roberts, 200 miles; and from an ocean port in British Columbia to Teslin Lake, 400 miles. As a matter of fact no such contracts had been entered into. There had been what purported to be contracts, but they were voided by the insertion of a condition that they should be of no effect unless in the one case a subsidy "satisfactory to Mackenzie & Mann," and in the other case of \$6,000 per mile, should be obtained from the Dominion Government. And as the Statutes contained no authority whatever for the making of such conditional contracts or agreements, the bargain had been void from the beginning. The matter had certainly been understood by Mackenzie & Mann while the late Government could hardly help understanding with such a clause staring it in the face. The real reason for the existence of these bogus and meaningless contracts was that there had been an election pending, and capital was required to enter upon in the contest. These contracts had resulted, and upon them the ex-Leader of the Government and the ex-Attorney-General had made most unfair and misleading statements, assuring the people that contracts had been made that were a guarantee of the construction of these railways at a very early date. These gentlemen could not but know at the time that their statements were not based on fact, and were only intended to delude the electors so as to secure restoration to power.

Mr. SPEAKER suggested to the Attorney-General that he was travelling beyond the scope of the discussion.

Then, Mr. MARTIN insisted that he was referring to matters which were within the Statutes and it was necessary to refer to these matters to make the object and scope of the Bill now before the House understood. Continuing, he said that of course the members of the House were much more familiar than he with the discussions which had taken place in the House at Ottawa and on the public platforms regarding these railways, but he was tolerably familiar with the Vancouver, Victoria and Eastern under which charter it is supposed Mackenzie & Mann proposed to construct the line to Pentiction and from there to Boundary Creek. There was undoubtedly a feeling among the people of that district that they would like to see a railroad constructed along that course, and no doubt there was a necessity for opening up the Fraser Valley lying to the south of the Fraser River, and any railway that