

Vancouver, or New Westminster, Victoria and other parts of British Columbia you may expect to see construction start within ninety days after this Bill becomes law. (Applause.)

You can see that we have been diligent in securing construction simultaneously, both on the Mainland and Vancouver Island, with a minimum provision for mileage to be built each year, so that it shall not be competent for the Railway Company to build less than ten per cent. in one year and spread the rest over the years to come. I think we have bargained that a substantial mileage shall be built both on the Mainland and Vancouver Island each year until the road is completed. On the Mainland we have bargained for the construction of fifty miles in the first year, seventy-five miles the second year, one hundred the third, and on the Barkley Sound line the minimum is to be twenty miles in each year, and both lines shall be completed by July 1st, 1914. So we propose in fairness to Vancouver Island to compel the Victoria & Barkley Sound road to progress at the same rate as the Mainland line, inasmuch as both are parts of one system.

Then I pass to the provision for the establishment of workshops and round-houses in Victoria. In order to do justice to this city and to remove any doubts as to the location of those shops, the Executive Council insisted on the location being fixed. We felt that Victoria was a proper place for these shops to be, and insisted that they be located there.

Then another very useful provision follows in regard to joint bridges. Does it not often strike gentlemen who have occasion to pass over a line where there are large steel bridges, that if it could be arranged that the Province could join the corporation so that a joint structure could be put up, great good would be accomplished for the country at large? Take the bridge across the Fraser at Lytton. Why, had it been competent for the Province to joint the railway, what a great boon it would have been to the settlers, inasmuch as they would have had a traffic bridge there as well as a railway bridge. And the same at Pitt Meadows, near Vancouver and Westminster. Could we have had a deck constructed along with the single deck of the steel bridge the C. P. R. erected, what a great and beneficent public work this would have been to that section of British Columbia, because presently that great development of the north bank of the Fraser—often eloquently referred to by my good friend from Dewdney (Mr. Manson) as but a matter of very few months, perhaps, when this Government will have to provide

for the construction of a traffic bridge across the Pitt River—will mean that you will have to look for the provender to supply a population in Vancouver of two, three, even five hundred thousand people, as well as a population proportionately as large in New Westminster. As a natural consequence, it will be essential in the public interest that you shall have an efficient traffic bridge over the Pitt River, one that might have been built when the C. P. R. was building, had we the provision we are now making in this contract with the Canadian Northern. Here we provide that where it is fitting for the Province we shall join with the Company and build a vehicular steel traffic deck, saving the country much money and giving a convenience which may well mean much to the settler in point of wealth and convenience.

Paragraph "K" sets forth that the Canadian Northern shall covenant and undertake with the Government to accept the terms, covenants and conditions of this contract, and to construct the works, make the payments and perform the several things in accordance with the conditions of the contract. So that it is absolutely clear to the layman, the man who perhaps has no knowledge of legal documents, that the Canadian Northern Pacific Company, a Bill for the incorporation of which will presently be moved for second reading, undertakes word by word and obligation by obligation what herein has been undertaken by the Canadian Northern Railway authorities themselves.

Then in paragraph "L" there is a very important undertaking, one that in my opinion means a great deal for the Province of British Columbia, and that is an indemnity by the Canadian Northern Railway Company against the loss by British Columbia of anything in reason of its entering into this contract. This is novel, so far as we can find out, in any agreement between any of the provinces and the Canadian Northern Railway. But we feel that as a further protection to the people of British Columbia, and as this road is to be built soon, this indemnity clause was more than justifiable. So it is that we are able to present to the House this clause, this protection which saves us harmless by reason of anything that may occur. What does the indemnity bond of the Canadian Northern amount to? That may be answered by a glance at the financial standing of that Company. There was in the campaign more or less talk about the ability of the Company to build a road and when built to operate it in an efficient manner. I have at some pains gone into the financial