

Vertical advertisement on the left edge with various prices and text fragments like 'to prices', '\$1.80', '15c', etc.

Columbia in the same terms as the agreement of two years ago and the same conditions are involved.

I have in my hand, Hon. Mr. McBride continued, a telegram from Mr. Hanna, the vice-president of the Canadian Northern which I received only this afternoon.

Referring to your telegram: We are operating altogether in Canada sixty three hundred and twenty miles.

Now sir, when we are able to tell parliament this afternoon that these proposals to which I have just referred and which are embodied in this bill bring us still closer in touch with a national continental line that is actually operating or is building approximately ten thousand miles of standard gauge road.

Much has been said with regard to the attitude of this government toward the Canadian Northern company, and strange to say very much of this criticism is expressed in the columns of a local newspaper which seems particularly active in its desire to make damaging references to the Canadian Northern and the men who are the head of this road.

I am satisfied that the action of the Canadian government in the transaction referred to was based upon appreciation of the fact that these men are good men and true capitalists and capable men.

In moving the second reading of the bill respecting the Kettle River Valley company's extensions, the Premier said:

In moving this second reading, Mr. Speaker, I promise to give you a very brief summary of the measure.

It is not necessary for me at this juncture to say anything as to the manifold advantages of the Boundary, the Similkameen and the Nicola districts.

natural advantages which the Similkameen possesses have been frequently brought by him to the attention of this house.

The Kettle River Valley line construction which we were able to assist two years ago has now approximately a mileage of 275 miles.

As to the connection between the Coldwater Junction and the Coast, some will be likely to ask why was not this provided for when we were making the contract with the Kettle River Valley people two years back?

In these times, with the completion of the Panama Canal in sight, and the generally rapid development that is taking place through western America, we cannot afford to prolong the policy of waiting.

I have nothing whatever to say against the Great Northern Railway of Mr. James J. Hill. I recognize and admire Mr. Hill as a wonderful personality, a true captain of industry, and to-day the greatest employer of labor in the western states.

I regret to say, too, that we have yet to see that, despite the fact that we expected to see the terminals in False Creek undertaken, there is no evidence of any considerable effort being made in that regard.

For this reason the government felt that it was a proper thing to employ the money of the people for the immediate construction of this line.

What I am saying now is not said in any unfriendly spirit to Mr. Hill or to the Great Northern and because I do not wish to speak in an unfriendly way I will not speak of the Victoria and Sidney road right here at home, but if a stranger were looking for first class transportation I would not like to say that a trip on the Victoria and Sidney railway would afford him an opportunity to enjoy it.

There is also to be a bridge built from Hope to Ruby Creek which will not only serve the railway but will be another highway bridge across the Fraser, built at a cost of \$200,000.

The debate was adjourned by Mr. Brewster.

The premier then took up the bill to ratify the agreement with the Esquimalt and Nanaimo railway.

I will explain, said he, the purport of this measure in three or four minutes.

But there appears to have been some deterioration of its prospects, perhaps because of its indifferent transportation. We know there has been a decline and all of the Kootenay and Slokan districts followed by the final abandonment of that railway system by the high officials of the Great Northern Railway company.

In moving the second reading of bill No. 25, respecting the repurchase of certain subsidy lands, the premier said:

This bill, in addition to providing for the repurchase of certain subsidy lands, provides for the reconstruction of the Kaslo and Slokan railway line, and for the return to British Columbia of some \$387,000 paid by the province on account of the Shuswap and Okanagan line.

In the bill itself, the Canadian Pacific Railway company, as part and parcel of this bargain, is to spend \$400,000 in restoring the trackage on this railway, and the government is to provide a subsidy of \$100,000 towards the work.

That the city can forbid this and that consent must be obtained at a price. Their lordships held that this contention was not well founded in law; that the company had the right to use poles for the transmission of energy to the street railways; and that the other contentions of the city were inconsistent with these findings.

enjoyment, and we hope by departmental management to bring out of chaos a new order, and to so end what seems to have been a deplorable order of things, and make them impossible in the days to come.

In order to get this bargain, finally closed, the government in addition to providing the necessary money, authorized the company to get recognition for certain blocks, the surveys of which were not completed.

I want to congratulate my old friend and associate, the member for Kaslo (Mr. Mackay) on this splendid accomplishment. Kaslo has for all of us an attraction all its own.

But there appears to have been some deterioration of its prospects, perhaps because of its indifferent transportation. We know there has been a decline and all of the Kootenay and Slokan districts followed by the final abandonment of that railway system by the high officials of the Great Northern Railway company.

While I refer in these terms to the Slokan, I must not forget what what anxiety and concern our good old friend and associate from Slokan in this house has watched all these proceedings. It is with good fortune indeed that the constituencies of Slokan and Kaslo can lay claim to their representation in this House as we find in our good friends the people of Slokan and Kaslo.

G. Bernardino, a laborer, has secured \$1,000 damages from the Fowell River Pulp & Paper company on account of injuries sustained in a recent accident at their works.

Mr. Matthew Cottle, a pioneer resident of Northfield, is dead.

The Matsqui-Sumas Board of Trade has elected Charles Hill-Tout president, S. A. Morley, secretary, and W. H. Ker, treasurer.

Work has been resumed on the new Cranbrook post office.

The result was anticipated by information that has been in the hands of the company some days, the privy council's decision comes as a severe blow not only to the city, but to every other Canadian municipality for the question of control of the streets was at stake.

Whitewear Sale advertisement by Angus Campbell & Co., Ltd. featuring undershirts, corset covers, drawers, and children's dresses. Includes an illustration of a woman in a nightgown.

DFJ Collis Browne's Eucalypti Tablets advertisement. Described as 'The Original and Only Genuine' for coughs, colds, asthma, and other ailments.

Table of Births, Marriages, Deaths, and Burials. Lists names, dates, and locations of events.

The City Markets section containing a detailed list of various goods and their prices, such as flour, sugar, and produce.

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