

NADIAN PACIFIC RY.

Mail Steamship Line, THE -

AL SHORT ROUTE TO -

AND JAPAN.

TABLE OF SAILING, change and individual postponement.

Ship. Arrive About. Leave Victoria.

Japan. April 19. April 27.

China. May 7. May 15.

India. May 18. May 26.

Japan. June 1. June 9.

China. June 11. June 19.

India. June 13. June 21.

Japan. July 3. July 11.

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Japan. July 20. July 28.

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PROVINCIAL LEGISLATURE.

Second Session of the Sixth Parliament.

FORTY-EIGHTH DAY.

TUESDAY, April 19.

The Speaker took the chair at 2 p.m. A petition from the Sergeant-at-Arms was read by Mr. Speaker, accompanying his warrant for the arrest of James and Robert Kennedy. The Sergeant-at-Arms explained that he had been unable to execute his commission, as neither James nor Robert Kennedy were to be found; they were not in Westminster, nor did he think in the province.

THE ATTORNEY-GENERAL explained that, having not yet been executed, the warrant remained alive in the hands of the Sergeant-at-Arms.

HON. MR. BEAVER introduced a bill consolidating and amending the Municipalities Act and amending legislation. The bill passed its first reading, the second being set for to-morrow.

LAND REGISTRY. HON. MR. DAVIS moved the second reading of a bill to amend the Land Registry Act, explaining that the measure was necessitated by the ruling of one of the judges of the Supreme Court upon the construction of the act. The matter was a technical one and the bill passed its second reading.

U. C. N. AND T. L. S. The House went into committee, Mr. Grant in the chair, upon the Upper Columbia Navigation and Tramway Land Subsidy Bill.

Mr. SWORD, during the discussion of Section 1, moved to restrict the selection of land to that within the two-mile belt along the line.

The amendment was warmly debated. HON. MR. BEAVER observing in the course of a few remarks: "It seems to be the policy of this Government to give away the people's land for nothing."

HON. MR. ROSSON explained how great a benefit the country traversed would receive from the construction of the projected road, and further explained that the land would be settled in the usual manner under the Land Act, by actual settlers, and the province would thus reap a double blessing.

The amendment of the hon. member for Westminster district was negatived on a division of 16 to 10.

After further debate, the committee rose, reporting the bill complete with amendments.

COUNTY COURTS ACT. HON. MR. DAVIS moved the adoption of the report on the County Courts Act. Report adopted, bill finally read and passed.

WATER RESERVATION. On the motion to adopt the report of committee on Bill No. 75 (Water Reservation).

Mr. COTTON moved to insert after the word "constructed" in the second line of section 9, the words "the quantity of water to be diverted or utilized, or the amount of horse power to be developed."

The amendment was unanimously adopted. Mr. SWORD moved, "Whereas any company, in which special Act the right to appropriate water or water privileges to such company, applies to the Judge to exercise in favor of such company the powers conferred by this Act, the special Act of this company shall be read as if the following clause was inserted:—

"The powers and privileges conferred by this Act, and the provisions hereof, are hereby declared to be granted subject to the rights of the Crown and the Dominion as to future legislation regarding the subject matter of this Act, or of the powers and privileges hereby conferred, which the Legislature may see fit to adopt, and the provisions of any such future legislation shall not be deemed to be in derogation of privileges conferred by this Act."

The amendment was defeated, and further consideration of the report was postponed.

CANADA WESTERN AND CANADA NORTHERN. HON. MR. TURNER moved the second reading of the bill respecting the Canadian Western and Canadian Northern Railway companies. The proposed roads, he explained, would open up one of the finest portions of British Columbia—a part of the province consisting of land eminently adapted for settlement, and for increasing the wealth of the province by that settlement. Surveys had demonstrated that there were not thousands, but millions of acres of land waiting to be utilized and made contributory to the wealth of the province—lands well suited for grazing, for agriculture, for the timber trade, and for the miner. All the wants of the settlers would be met in the country proposed to be opened up. The construction of the projected road, while a very important thing for all the province, would especially benefit the city of Victoria. It would be noticed that the bill combined the two companies—the Canadian Western and the Canadian Northern. As far as known the men at the back of these railways were men of capital and influence, and it was a hopeful sign that they should come into British Columbia with a view to giving Canada another great transcontinental line; that was what was really meant. The projected road would, no doubt, have a claim on the Dominion, as well as Provincial authorities for assistance. It would be noticed that provision had been made for extending the time of the Canadian Western one year longer, with certain conditions which fully safeguarded the step. Besides opening up the rich lands of the interior, the passage of the line would further assist the development of the northern end of Vancouver Island. The merits of the measure was so apparent as to require no further remark.

Mr. SEXTON complained of irregularity in the amalgamation of the two railway interests. The Canadian Northern company was properly before the House, but it was his belief that the charter of the Canadian Western had lapsed. He could not understand what ground the Canadian Western company now stood upon.

HON. MR. DAVIS replied the advantage and the necessity of treating with either or both of the companies named. If the Canadian Western was willing and able to go ahead, all right; if not the Government could deal with the other road, and in either event, secure the construction of the much-needed railway. The object and only object of the Government was to induce the immediate construction of the road and the opening up and prosperity of the country.

Mr. GIBSON introduced the secondary railway construction in the section to be traversed, but sought information as to details of the scheme.

HON. MR. ROSSON, speaking in explanation, said that although there were two companies in the field, neither wished to undertake construction, or guarantee construction, until exploratory surveys had been made. Both were ready to proceed with these exploratory surveys, this season; both were ready to deposit a substantial

guarantee to do the work. The only object of the Government in dealing with both companies was to induce one or other of them to get to work. There could be no two opinions in the House, or out of it, as to the great importance of the railway to the province; speaking as a representative of Cariboo, he could say with his colleagues, that Cariboo was watching and waiting with intense interest for the building of the road.

Mr. COTTON objected to the exemption of railway lands from taxation for an indefinite period.

Mr. BROWN followed, upon the same line, and HON. MR. DAVIS replied, pointing out that the lands, until a railway was built, were for settlers in, were absolutely valueless in any hands; the policy of the railway people as business men was to dispose of their lands to settlers as quickly as possible, and so create traffic for themselves.

HON. MR. BEAVER said that there were features in the bill which he could not understand. It proposed to revive powers that had lapsed, to galvanize the corpse of the Canadian Western, which could not be brought to life in the manner proposed. The Canadian Western Railway Company was simply a company formed for the purpose of selling a charter, which they had been unable to sell, and who were, consequently, barred from further proceeding.

He contended the railway policy of the Government was not calculated to benefit the country, but the railway speculators.

HON. MR. DAVIS quoted authorities in substantiation of the right of the House to deal with the Canadian Western Company. The Crofters bill had been opposed by the hon. member for Westminster City, whose antagonism seemed to be due to the fact that Vancouver Island was to be benefited; this bill had for its object the advancement of Mainland interests. He thought it should have the undivided support of the House.

Mr. BOWEN said what an immense advantage would accrue to the country from the construction of the projected road, and would support the bill.

Mr. MCKENZIE and Mr. FORSTER announced their intention of opposing the bill.

The bill passed its second reading on the following division:—

Yeas: Messrs. Smith, Baker, Naeson, Hall, Anderson, Rogers, Hunter, Booth, Soddart, Martin, Elberts, Vernon, Davis, Robson, Turner, and Pooley.—16.

Nays: Messrs. Keith, Cotton, Punch, Kitchen, Forster, Keith, Sward, McKennies, Grant, Semlin, Brown, Miles, and Beaven.—13.

SUPPLEMENTARY ESTIMATES. HON. MR. TURNER presented a message from the Lieutenant-Governor transmitting the supplementary estimates for the year which will be considered in Committee of Supply this evening.

LAND SURVEYORS' BILL. The report of committee on the Land Surveyors' Bill was adopted; bill read a third time and passed.

COQUITLAM ELECTRIC BILL. Several amendments were introduced upon the motion to adopt report of committee on this bill. The report was amended and adopted, and the bill passed its first reading.

COLUMBIA AND KOOTENAY. The report on the Columbia and Kootenay Railway bill was adopted, and the bill passed its third reading.

PRINCIPAL ACT. Upon consideration of the report upon bill No. 27 (Mr. Beaven's Municipal Act) several amendments were introduced, explained and incorporated with the bill.

It being 6 o'clock the Speaker left the chamber.

EVENING SESSION. On Mr. Speaker again taking the chair, at 8 o'clock.

HON. MR. ROSSON presented a message from the Lieut.-Governor, accompanying bills to aid the Victoria and Sidney Railway and the Kootenay-Slocan Railway.

Both were read, and the provisions of any such future legislation shall not be deemed to be in derogation of privileges conferred by this Act."

The amendment was defeated, and further consideration of the report was postponed.

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SUPPLEMENTARY ESTIMATES OF EXPENDITURE.

Of the Province of British Columbia, for the Financial Year Ending 30th June, 1892.

PUBLIC DEBT. Interest—12 months' interest at 3 per cent. on \$70,000, "Loan Act, 1891," payable 31st December, 1891, and 30th June, 1892, London, England, \$2,100.—30th June, 1892, \$2,100.

Sinking Fund—1 per cent. on \$70,000, "Loan Act, 1891," payable 31st December, 1891, and 30th June, 1892, London, England, \$2,100.—30th June, 1892, \$2,100.

Premium and Exchange—Exchange on draft London for 1st proceeds of Loan, \$5,000, 1891, \$500.—1892, \$500.

Discount and Commission—Commission to guarantors on subscription to stock, 2 per cent. on \$70,000, \$1,400.—1891, \$1,400.—1892, \$1,400.

Commission to subscribers for prepayment of calls, \$2,225.—1891, \$2,225.—1892, \$2,225.

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