Discussing Redisrib uion

Opening of Debate on Second Reading—Opposition Only Perfunctory.

Canadian Northern Contract igned—Will Probably Be Presented Today.

Legislative Chamber, March 24, 1902.

Mr. Speaker took the chair at 2 o'clock p. m.

Rev. J. P. Hicks said prayers.

Mr. Kidd, chairman of the committee on private bills and standing orders, presented the following report:

That the time limited for the reception of reports from standing or select committees be extended until the 10th day of April next, and beg to recommend the same accordingly.

That the standing orders in connection with the undermentioned petitions have been complied with:

No. 2—Petition of Vancouver and Westminster railway company.

No. 3—Petition of Pacific Northern and Omineca railway company.

The report was received.

Mr. Hall presented a petition from James N. Greenshields, T. G Holt, Harold B. Robertson and James Mitchell, for leave to introduce a private bill to incorporate "The Victoria and Seymour Narrows railway company."

Mr. Helmcken asked the Honorable the Chief Commissioner of Lands and Works, what progress had been made with regard to the Canadian Northern contract. An article in Sunday's Colonist intimated that a satisfactory arrangement was on the eve of completion, and the House would like to be informed.

Hon. Mr. Wells said the article in the Colonist was substantially correct. The negotiations between the government and the Canadian Northern had been progressing steadily, and he was happy to announce that a satisfactory arrangement had been arrived at, and that the contract would be signed during the course of the afternoon. (Applause.)

Mr. Clifford asked if the government had any information regarding Japanese laborers being taken into Atlin?

Hon. Mr. Eberts explained that certain Atlin mine owners had engaged Japanese laborers, and the fact had created a great deal of excitement among the white miners. His department had been asked to intervene, but he had informed the parties that there was no law to prevent Japanese going to Atlin. He was pleased to say, however, that the parties who had engaged the Japanese had given way to public opinion, and decided not to employ Japanese. He had received the following despatch on the subject:

"Atlin, B. C., March 22, 1902.

"Hon. Attorney-General, Victoria:

"Have decided to send Japs back. Everything settled amicably.

"FETHERSTONHAUGH."

Mr. Stables confirmed the Hon. the Attorney-General's statement, and read the following despatch:

"Atlin, B. C., March 22, 1902.

"James Stables, M. P. P., Victoria:

"Won the day. Japs gone out walking. Everything quiet."

The reading of the despatches was greeted with cheers from both sides of the House.

Mr. E. C. Smith asked information regarding reported discoveries of oil in East Kootenay. He understood the oil was on reserved lands, and he read in the Fort Steele Prospector that a company was working there, and had sunk a shaft.

Hon. Col. Prior said he would answer the question later in the day.

Mr. McBride asked if anything had been done regarding the by-election in North Victoria.

Hon. Mr. Dunsmuir replied in the negative.

Mr. McBride asked that a committee room be set apart for the use of the opposition.

Hon. Mr. Prentice promised to attend to the matter.

LEAD SMELTING.

Mr. Green resumed the debate on his resolution of March 20, which was as follows:

"That in view of the present depressed condition of the lead market, and the disability under which the producers of lead and silver within the province labor in not being able to have the product of their mines economically smelted and refined;

"Therefore, in the opinion of this House, the public interest requires on the part of the government the serious consideration of the establishment and operation by them of lead smelting and refining works within the province."

Speaking to his resolution, Mr. Green said in spite of the report that the mining industry had shown a substantial increase during the past year, he must be allowed to state that the industry was not prospering. The increase in output was from established mines, but no new properties were being developed, and no new capital was being invested. In the silver-lead districts business was practically at a standstill, although Canada imports a very considerable quantity of lead each year for home consumption. In 1899 the import aggregated $580,000, and in 1900, $503,000, which did not include white lead, red lead, lead pipes, and other products of lead. The Canadian miners were in the power of the United States lead trust, and even the refineries that were established on the Canadian side were subservient to that corporation. He read from an article in the Sandon Paystreak to show the disabilities under which Canadian silver-lead miners were suffering. The only remedy for the evil, he contended, was the establishment of government refineries. In that way the product could be held till the market was favorable, and thus enable the lead to be sold to the best advantage, in the Orient, which was the best market for British Columbia lead.

The production of the silver-lead mines of British Columbia for four years past was as follows:

	Lead, lbs.	Silver, Ozs.
1898	31,693,559	4,292,401
1899	51,862,436	2,937,413
1900	63,358,621	3,968,175
1901, estimated ..	50,529,260	2,624,002

The average price in New York was in 1900: Lead per 100 lbs., $4.37; silver, per oz., .61.33 cents: in 1901, lead $4.33; silver, per oz., .58.95 cents. In December, 1901, lead was only $4.15, and dropped to $4 in January, 1902. Silver was 55.1 cents in December last, and had remained stationary since.

It was practically impossible to give with exactness the probable capital necessary to construct and operate a refinery. Outside the actual cost of construction there had to be a large amount for "floating capital," for purchase of ore, and holding the product until the market was favorable.

As pretty nearly all the silver in the province came from silver-lead ores, it might be estimated that there were about 25,250 tons of lead bullion requiring refining raised in this province last year. The cost of refining would run at about $12 per ton, but of this only about $1 per ton was profit. This will give about $25,000 a year profit to come to a refinery, if constructed here. But it will depend on the ability to market the product.

The sum of $25,000 would be 5 per cent. interest on a capital of half a million, but it is doubtful if this sum would be anything like sufficient to construct and operate a refinery.

Of course, the opening market in the Far East will be able to be exploited, and British Columbia has an exceptionally favorable position for this. Advantage should be taken of the exposition to be held in Japan in 1903 to try and "corall" this market.

It was argued that the Dominion government should intervene, but they showed no intention of doing so. Agriculture, fishing, lumbering, and other industries were protected, and assisted, and it was only fair that the mining industry, the most important of all to this province, should be assisted at this critical period of its development. (Applause.)

PEMBERTON MEADOWS.

Mr. Tatlow moved, seconded by Mr. Kidd, for a return of all correspondence, reports and other documents in the possession of the government, that has taken place or been made during the last nine years, in any way relating to the Squamish-Pemberton Meadows road or trail.

Capt. Tatlow said the question of opening up the Pemberton Meadows had been under consideration for some years, but nothing had been done. There was there a very large tract of splendid agricultural land which was not available to settlement on account of the difficulty in reaching it. It was 60 miles from the head of Howe Sound, and it was absolutely necessary to provide a road in order that the few settlers who were now there might have an outlet for their produce. He would also suggest that the Pemberton Meadows be taken out of Lillooet electoral district and attached to Dewdney, which was its natural political and commercial division.

FIRST READINGS.

Mr. Garden's bill to amend the Vancouver and New Westminster Railway Company's Act of 1900, was introduced and read a first time.

Mr. Ellison's bill to amend the Pacific Northern & Omineca Railway Act, 1900, was read a first time.

Both these bills were referred to the Railway committee.

Mr. Gifford moved, seconded by Mr. Neill, for a return showing:

1. What tenders have been received by the government for the construction of the substructure of the Fraser river bridge, with particulars of sum tendered, of person or persons, company or companies, tendering, and of the security or securities deposited by the different tenderers.

2. What tenders have been received by the government for the construction of the superstructure of the Fraser river bridge, with particulars of sum tendered, of person or persons tendering, and of the security or securities deposited by the different tenderers.

3. What tenders have been received for the construction of both substructure and superstructure of the Fraser river bridge, with full particulars asked in 1 and 2.

Mr. Gifford said the building of the bridge was most important to New Westminster and he considered it the duty of the House to do all possible to expedite its construction. It was stated that $250,000, in addition to the $500,000 voted last session, would be required to complete the work, and it was reported that the government were endeavoring to secure that amount from the Dominion government. He pointed out, however, that the additional sum would not be required for perhaps two years, and there was no reason why the work should not be proceeded with in the meantime.

Mr. McBride supported the resolution, and blamed the government for not having proceeded with the work.

Hon. Mr. Wells assured the House that the government were using every effort to expedite the work. Mr. Waddell was on the way to examine and approve of the contract for the substructure, and it was most important that the contract should be submitted to an expert, in order that it should be awarded to the person the best qualified and most competent, and thus insure its successful completion.

Mr. Oliver said the bridge was of vital importance to the whole Fraser river valley, as well as to New Westminster and Vancouver. The people were dissatisfied with the delay in beginning work, and he urged upon the government to let the contract for the substructure as speedily as possible.

QUESTIONS.

Mr. Houston asked the Chief Commissioner of Lands and Works:

1. Is the West Kootenay Power & Light company in arrears for fees under the provisions of the Water Clauses Consolidation Act, 1897? 2. If so, for what amount?

The Hon. Mr. Wells replied:

"1. Yes. 2. The amount to be paid by the company is a matter which is now under consideration."

Mr. Fulton asked the Chief Commissioner of Lands and Works: 1. Have any instructions been given by the Hon. Chief Commissioner during the last four months relative to the appointment of a road foreman at Salmon Arm? 2. If so, what were such instructions?

"1. Yes. 2. That when such appointment is required to be made, the road superintendent is to communicate with the Chief Commissioner, who will give instructions as to whom the road superintendent is to appoint."

Mr. Kidd asked the Minister of Agriculture: 1. What is the amount of claims still unpaid for cattle killed on account of tuberculosis? 2. Is it the intention of the government to ask for a sum to be voted during the present session for the payment of such claims?

The Hon. Mr. Prentice replied: "1. $800. 2. Yes."

Mr. McBride asked the Chief Commissioner of Lands and Works: In what respect was the tender of R. F. Adams for North Arm, Fraser river, bridge at Ebburne not in order?

The Hon. Mr. Wells replied: "No security. Cheque accompanied tender."

CHILDREN'S PROTECTION.

Hon. Mr. Prentice moved the third reading of the Children's Protection Act, which was concurred in.

REDISTRIBUTION.

In moving the second reading of the Redistribution Bill, Hon. Mr. Eberts said the rapid increase in the population of the province had necessitated rather frequent readjustments of seats. In 1894 the representation had been increased to 33, and in 1898 to 38, and the present bill proposed to further increase the members to 42. He pointed out the difficulty in forming a measure of redistribution which would do full justice to every portion of the province, but he hoped when honorable members were fully acquainted with the provisions of the bill a great majority of the House would agree that it was as fair as bill as could possibly be framed.

Taking Vancouver Island, he pointed out that Victoria would retain her four members. Esquimalt, which was a very important district on account of the military and naval forces stationed there, was reduced to one member, made necessary from the fact that certain centres of population must have more representation, and they must be provided without inordinally increasing the total number of members. North Victoria had been divided and a new district—The Islands—created, in order to give fair representation by population.

He rapidly sketched the outlines and composition of the newly defined constituencies, and showed that Vancouver Island with a population of 52,226, would have 12 members, while the Mainland would have 30 members, with a population of 177,000.

Coming to the Mainland, the basis of representation in the cities had been taken in cities at 5,000, which gave Vancouver five members. Richmond, Delta, and Chilliwack remained as they were, with one member each, and looking at their population it would be found that their representation was as nearly as possible equalized. One member had been taken from Lillooet, and the two districts merged into one. Cariboo remained with two members. There were changes in the Kamloops district, and in Revelstoke. Trout Lake mining division had been put into Kaslo, which would be found to be its natural commercial and geographical position.

Continuing Mr. Eberts rapidly sketched the boundaries and natural conditions of various Mainland districts. Rossland had been given a member, and the country adjoining the city a member. The other cities and towns of Kootenay and Boundary had been given additional representation owing to the fact of the importance and diversity of the interests existing in those portions of the province, and their ever increasing population. Cassiar had been divided into Atlin and Skeena, looking to the growing importance of those districts.

He submitted that, while the bill might not be absolutely perfect, it was as fair as it was possible to make it, and he assured the House that the government had spared no pains in forming it in the best interests of the people of the province. They would be quite willing to receive reasonable suggestions from the opposition with regard to the details of the bill so as to secure as perfect a measure as possible. (Applause.)

Hon. Mr. Eberts considered a proper course to take under the new bill would be to cancel all existing voters' lists and prepare new lists in each district. That, however, was a matter for consideration, and he would be guided by the opinions of hon. members.

He informed the House that the bill was not intended to come into force at once. There was no necessity for such a course, as the government would be in power for the next two years, and the bill would only come into force when a general election took place. (Applause.)

He pointed out that the government had promised last session to bring down a redistribution bill as soon as the census was completed. They had kept their promise and had endeavored to present as fair a measure as it was possible. (Applause.)

Mr. McBride accused the government of having brought down the bill under pressure from the opposition and public opinion. He acknowledged the difficulty in the way of framing a redistribution measure which would meet the views of all parties, and credited the government with having endeavored to frame a fair bill.

He contended that Vancouver Island was not in need of so many representatives as were the Kootenay and other distant districts. The Island districts were all so near Victoria that at any time representative men could call upon the government and prefer requests for anything that might be required.

He again accused the government of lack of good faith, contending that they had had no intention of bringing down the bill at the beginning of the session, but were forced to do so.

He held that Texada island should have been left in The Islands district instead of being tacked on to Alberni, and that Alberni should be extended to take in a large portion of the west coast of Vancouver Island. He also criticized the fact of Sidney being included in The Islands district instead of in Saanich. Cariboo should be divided into two districts, as well as Cassiar, separating the mining from the agricultural sections.

Mr. Rogers said the people of Cariboo had no desire to have the district divided.

Continuing, Mr. McBride urged the House to work in accord to make the bill as perfect as possible. He could not credit the Hon. the Attorney-General with sincerity in the face of the fact that the bill was brought down while North Victoria was unrepresented. He continued to denounce the government in strong terms till called to order by Mr. Speaker.

Mr. McBride went on to censure the government, and was again called to order.

Mr. Martin pointed out that Mr. McBride had no right to proceed after being called to order unless he appealed from the Speaker's ruling.

Mr. Speaker held that Mr. McBride had gone beyond the scope of the bill and had therefore placed himself out of order.

Mr. McBride wanted to know why Trout Lake had been cut away from Revelstoke and put into Slocan. He hoped that arrangements would be changed before the bill finally passed. He also criticized the divisions made in the Boundary country, while expressing his satisfaction at the increased representation given to that important district. He commended the government's action with regard to the constituencies in the Fraser valley.

He questioned the wisdom of giving Vancouver too large a representation. If the city went on growing out of proportion to the rural districts the present basis of population might be found to create a danger or an injustice to the country at large. The population of the province did not justify an addition of four members, and he asked that the effect of such an increase be carefully considered in committee.

Capt. Tatlow felt disappointed in the bill. It was not satisfactory in many respects. He did not believe in the increase of members. The cost of government was increasing year by year, and the bill would necessarily add to the expenditure. He would rather have seen the House reduced to 36 instead of being increased to 42. The bill should have been framed with the design of doing away with sectionalism. He claimed that if the bill had not been framed on the census figures, but on the votes cast in the last general election, and quoted a mass of figures in support of his contention. He deprecated giving increased representation to the mining districts, which had large transient populations, to the disadvantage of the older settled portions of the province. He considered that the bill gave too large a representation to the country east of the Cascade mountains.

Mr. McPhillips claimed that the government had departed from the true principle of redistribution in neglecting the agricultural portions of the province. He did not say that other portions of the province should not have fair representation, but he thought that might have been secured by other means than cutting down the members of the farming districts. He said a gross gerrymander had been made in Alberni in adding Texada Island to the district, and he had no doubt other instances of the same kind would be found in other portions of the province. Trout Lake had been taken out of Revelstoke and added to Sandon—he asked the government why this had been done—while the whole trend of trade was from Trout Lake to Revelstoke.

He regretted that he could not agree with the government on the bill, as he did not consider it had been drafted with a sincere intention of doing justice to all parts of the province.

Mr. Martin thought the bill an admirable one, although he did not consider it perfect. Taking all the circumstances of the government and the country into consideration, the bill was worthy of all praise. Compared with the redistribution bill brought down by the Semlin government, the present was an admirable piece of legislation. In that bill was a most glaring and outrageous gerrymander of the Nanaimo constituencies, and on that account he had voted against and defeated it.

Mr. Green read Mr. Martin's agreement with Mr. Kelly to support the bill if the Nanaimo matter was amended in committee.

Mr. Martin explained his conduct on that occasion, giving valid reasons for his vote, and then went on to discuss the bill. The policy of the government in forming it had been, so far as he could see, to leave existing constituencies alone so far as possible. The only trouble with the new Alberni was to his mind that it was not large enough. There was only a population of 1,500, with all the territory added. It formerly had only 906; yet one hon. gentleman had pronounced it an outrage that Columbia should have a member with 1,900 population. If other constituencies returning one member were too small, as argued by certain hon. members, why was it wrong to increase the size of Alberni in order to bring it up to a fair basis of population?

He considered the government had done as fairly as it was possible to accommodate the representation with the business and geographical conditions of the province. It was impossible to bring in a mathematically correct bill. It never had been done in any country. A howl had been raised prior to the Victoria by-election that the government intended to take away one of her members. In retaining her four members to Victoria the government had in all fairness to give Vancouver an additional member. Personally he would have been quite content that Vancouver should have had only four members, but in that event, carrying out the same principle, Victoria would have had to content herself with three.

Six o'clock having arrived, Mr. Martin moved an adjournment of the debate.

The House then adjourned till 2 p.m. today.

NOTICES OF MOTION.

By Mr. Hawthornthwaite, on Wednesday next, questions of the Hon. the Minister of Mines:

1. Have any certificates of competency been granted to Chinese or Japanese under the Coal Mines Regulation Act, 1901?

2. How many Chinese and Japanese presented themselves for examination for such certificates?

3. How many such certificates have been granted, if any?

4. What mines were these Chinese or Japanese employed in?

5. What were the questions such Chinese or Japanese were requested to answer?

6. Was the examination conducted in English or "pidgeon English?"

7. If the examination was conducted in "pidgeon English," does the government intend to have such certificated Chinese or Japanese re-examined?

Contract Is Signed

Text of Agreement Between the Province and McKenzie and Mann.

Fully Provides For Extension of Canadian Northern to Coast.

And Names Victoria as Pacific Terminus of the Railroad.

The agreement between the provincial government and the Edmonton, Yukon & Pacific Railway company was laid before the legislature yesterday by Hon. W. C. Wells. Following is the text of the contract:

This agreement made the first day of March, A.D. one thousand nine hundred and two:

Between His Majesty the King, in right of the province of British Columbia, represented by the Hon. James Dunsmuir, premier and president of the executive Council, and the Hon. Wilmer Cleveland Wells, chief commissioner of Lands and Works for the said province, hereinafter called the government, of the first part, and the Edmonton, Yukon & Pacific Railway Company, hereinafter called the company, of the second part;

Whereas the company are authorized to construct the line of railway hereinafter mentioned, which it is intended shall connect with the system of the Canadian Northern railway from Lake Superior;

And whereas the company have proposed to the government that upon the terms and conditions hereinafter mentioned they will with all reasonable expedition commence the construction of a line of railway from the seaboard of British Columbia from a point at or near Bute Inlet to the eastern boundary of the province of British Columbia at or near Yellowhead Pass, to join with the said railway system of the Canadian Northern railway from Lake Superior;

And whereas the government is willing to aid the company by a cash subsidy and the grant of land hereinafter mentioned to build a standard gauge railway between the said points on the terms and conditions and subject to the provisions hereinafter in this agreement set forth:

Now, therefore, this agreement witnesseth as follows:

1. The company covenant with the government that upon the terms and conditions hereinafter expressed they will lay out, construct, equip, fully complete and maintain or cause to be laid out, constructed, equipped, fully completed and maintained, a line of railway with all proper terminal facilities from a point at or near Bute Inlet to the eastern boundary of British Columbia in the vicinity of Yellowhead Pass. The said railway when fully completed as aforesaid shall be a standard gauge railway and up to the general standard of the Canadian Pacific railway, as originally constructed, and which said railway shall be the property of the company.

2. The company shall commence work on the construction of the railway within the time hereinafter fixed therefor at a point at or near Bute Inlet, and will duly and diligently prosecute the work of building the line easterly until the whole line is completed.

3. The company shall before the commencement of the said work give security for the due performance of the work herein provided for in the sum of one hundred thousand dollars, not as a penalty, but as liquidated and ascertained damages due to His Majesty in right of the province of British Columbia in case of default, conditioned that the railway shall be completed from a point at or near Bute Inlet to the eastern boundary of British Columbia, within the time hereinafter fixed therefor, and upon completion of the railway the said security shall be returned to the company or their nominees, and in the event of the security before mentioned being deposited by the company in cash the government will allow to the company for such time as the money security shall remain in the hands of the government interest at the rate of three per centum per annum; provided, however, that the said security is not given on or before the first September, 1903, the Lieutenant-Governor-in-Council may by order-in-council cancel this agreement.

4. To aid the company in the construction of such railway the government will grant and pay to the company for each mile of said railway the following sums, viz.:

(a) For the first fifty miles of railway, commencing at or near Bute Inlet, the sum of forty-eight hundred dollars ($4,800) per mile;

(b) From the end of the said first fifty miles to the point nearest to Quesnel, the sum of four thousand dollars ($4,000) per mile;

(c) From said point nearest Quesnel to the eastern boundary of British Columbia at or near Yellowhead Pass, the sum of four thousand five hundred dollars per mile;

5. The said money grant shall be payable to the company when and from time to time as each twenty miles of said railway (or in the case of the last section the fraction of twenty miles, if such it be have been built of the standard and in accordance with the terms of this agreement and a certificate therefor has been given by the engineer of the government. Provided, however, that the company in lieu of cash shall take and receive fifty year debentures or inscribed stock (not redeemable before fifty years) of the province of British Columbia, bearing interest at the rate of three per centum per annum half yearly, at the market price of similar debentures or stock in London, England, at the time of delivery, if the government determine to grant the aid in that way instead of cash, and in the event of the bonus being paid in stock debentures as aforesaid, the government shall hand over and the company shall receive the difference between such market price and par, in fifty year debentures or inscribed stock of the province, bearing interest at the rate of three per centum per annum half yearly and at said market price.

6. It is agreed that the government, in addition to the foregoing grant, will grant in fee simple to the company, in the manner and at the times hereinafter mentioned, lands to the extent of twenty thousand acres for each mile of standard gauge railway as aforesaid constructed.

7. Upon the company filing with the Chief Commissioner of Lands and Works maps or plans indicating the proposed general route and direction of said railway and of the proposed extension to Frederic Arm, hereinafter referred to, there shall be reserved by the government from sale, occupation or settlement, for the purposes of said land grant, a tract of land twenty miles wide on each side of the proposed route as shown on said map or plan. For the purposes of the said land grant the said railway is divided into three sections, as follows:

Section One.—Embraces the first fifty miles from the point at or near Bute Inlet;

Section Two.—Embraces the part from the easterly end of section one to the point nearest to Quesnel;

Section Three.—Embraces the part from the easterly end of section two to the eastern boundary of the province at or near Yellowhead Pass.

As each section is completed the government will, as the company may from time to time request, issue to the company crown grants in fee simple with the reservations as herein provided for coal, petroleum, lumber and minerals, for the land grant applicable thereto. The lands to be so granted are to be selected by the company out of the crown lands in the said reserve;

Provided, however, that the company shall not be bound to select lands out of that portion of the reserve which lies to the west of a line drawn due north and south (astronomically) and passing through the easterly limit of section one;

Provided, also, that if after the completion of said three sections it is found that the acreage (calculated as below mentioned) of the Crown lands in the reserve on each side of such sections, and the acreage (calculated as aforesaid) of any Crown lands selected by the company out of the portion of said reserve west of said north and south line, are not sufficient to satisfy the said land grant, the government shall grant to the company areas of Crown lands sufficient to make up the deficiency, to be selected by the company in blocks of not less than 10 miles square, out of Crown lands in the districts of the province through which the said reserve runs, and in the vicinity of, or contiguous to said reserve;

Provided, always, that there shall be excepted from all grants made under this agreement, any lands which before the said reserve is made by the government have been alienated or held by pre-emption, or as mineral claims, and in calculating the acreage of said reserve and of lands granted for the purposes of said land grant, there shall be excluded the acreage of lakes, and of any parcels in the occupation of persons whose occupancy the company and the government are willing should not be disturbed, and also the acreage of the lands in the next succeeding paragraph hereof mentioned, and any deficiency in acreage arising from such exclusion shall be made up as above mentioned;

Provided, however, that the reserve on the lands mentioned in this agreement, shall not continue beyond the first of September, 1903, unless in the meantime the company commence and continue diligently the construction of the railway according to the terms of this agreement;

8. The government shall grant to the company rights-of-way, not exceeding two hundred feet in width along the line of railway, and such Crown lands as may be necessary for terminal purposes, sidings, stations, sheds, wharves, warehouses, embankments, cuts, bridges, culverts, drains, and other works and approaches thereto. The Crown lands mentioned in this section shall be limited to such quantity as the Lieutenant-Governor-in-Council shall consider reasonable and necessary for the purposes of the company, and the acreage thereof shall be excluded in calculating the acreage of said land grant.

9. All lands to be granted to the company under this agreement shall not be subject to, and shall be exempt from all provincial and municipal taxation, but any lands alienated by lease, sale, agreement, for sale, or otherwise by the company, shall be subject to such taxation. Provided, further, that the mortgaging, or charging of lands to secure bonds, debentures, debenture stock or other securities of the company shall not be deemed alienation within the meaning of this paragraph.

10. The company's railways and branches and extensions in British Columbia and equipment and stations and station grounds, work-shops, buildings, yards, rolling-stock, appurtenances and other property required or used for the construction, equipment and working thereof, and all personal property owned or possessed by the company, and the capital stock and revenues of the company shall be free from provincial and municipal taxation until the lapse of 10 years from the completion of the railway hereby contracted to be built, and in lieu of all provincial taxation after the said ten years the company shall pay to the government each year 2 per cent. of the gross earnings of the said railway and branches, and extensions, and the same shall be a first charge on the said gross earnings after the payment of the maintenance and working expenses of the railway, and the government shall have the same rights and remedies for collection as for the collection of taxes in the ordinary manner. Should any question arise between the government and the company as to the amount of the gross earnings, the government shall have access at reasonable times to the books of the company to verify the correctness of all statements of gross earnings submitted by it.

The government may, however, at any time after the payment of said 2 per cent. on gross earnings comes into operation cancel the same and bring the said railway under the operation of the law of the province governing the taxation of railways, and in which case the company will be relieved for the future of the payment of said 2 per cent. on gross earnings, and the said road will be subject to taxation.

11. Nothing in this agreement, and no grant to be made hereunder, shall be construed to interfere with free miners entering upon and searching for minerals, and acquiring claims in accordance with the mining laws of the province as they stand at the date of this agreement, and they shall also have the right to acquire the surface of mineral claims from the company except where such claims are within the right-of-way of the line of railway, or any branches or extensions, or in the immediate vicinity of stations, or of townsites. In such cases the price to be determined shall be arrived at by arbitration under the provisions of the Arbitration Act; in other cases the price shall not exceed five dollars per acre, and the company agree to dispose of the same to mineral claim owners lawfully acquiring claims within the lands granted hereunder in accordance with the provisions of the Mineral Laws of the province as they stand at the date of this agreement; provided, always, that the company shall not be obliged to dispose of any lands required or used in connection with the operation of the railway, or any branches or extensions thereof.

12. All lands granted to the company under this agreement shall be subject to all the royalties upon coal, petroleum, and pine timber, or Douglas fir, by merchantable lumber according to the land laws of the province as they stand at the date of this agreement, but save as in this and the last preceding clause named, the said lands, and the woods, and the timber thereon shall not be subject, or made subject, to any license, royalty, fee, charge, condition, or rent;

Provided, always, that any of the said pine, timber, or Douglas fir required for the construction, or maintenance of the company's railways, and branches, and extensions, shall be exempt from royalties.

13. The company agree that they will, after the completion of the first 100 miles of line, enter into an agreement satisfactory to the Lieutenant-Governor-in-Council, that they will maintain and operate a suitable steam ferry of the requirements necessary for the transportation of cars, passengers, and freight between the terminus of their railway on the seashore of the Mainland of British Columbia and the most feasible point on Vancouver Island, to run in connection with a railway to the city of Victoria, it being the true intent and meaning of this agreement that the company will, within the time for the completion of the railway contracted to be built under this agreement, operate, or cause to be operated, a line of transportation from the Eastern boundary of British Columbia, at, or near Yellowhead Pass to a point on the sea-board, at, or near Bute Inlet, thence by ferry to Vancouver Island, to run in connection with a line of railway which will have its terminus at the city of Victoria, on Vancouver Island.

14. If, and so soon, and from time to time, as the company extend their line to Frederic Arm, or any intervening points, the government will grant to the company in fee simple, in aid of such extension, Crown lands to the extent of twenty thousand acres for each mile of standard gauge railway of such extension, and a cash subsidy of four thousand eight hundred dollars per mile for each and every mile of such extension, when the same has been built of the standard above mentioned, and a certificate therefor has been given by the engineer of the government;

Provided, however, that in lieu of cash the government may give the company provincial debentures or inscribed stock, as is above provided for with reference to the cash subsidy for the railway contracted to be built under this agreement. The lands to be granted in aid of said extension shall be selected by the company in blocks of not less than 10 miles square, out of Crown lands, in the reserve before mentioned, until the lands in said reserve are exhausted, then out of Crown lands in the districts of the province through which the reserve above provided for runs, and contiguous to, or in the vicinity of said reserve, and upon the company filing with the Chief Commissioner of Lands and Works maps, or plans, indicating the lands so selected, there shall be reserved by the government from sale occupation, or settlement, for the purposes of the land grant for said extension, the lands so indicated, and the same shall be afterwards granted to the company, when said extension has been completed.

The provisions above made with respect to calculating acreage, and making up deficiencies with reference to the land grant for the said three sections of railway, shall apply to the land grant for said extension.

15. The said line of railway, from a point at, or near, Bute Inlet, to the said eastern boundary of the province, shall be commenced and completed by the company within the time following, viz: Within three months after the parliament and government of Canada have granted to the company aid satisfactory to the company for the construction of said railway. The construction thereof shall be commenced, and the railway shall be completed within six years thereafter; provided, that on account of strikes, delays in procuring men, materials, or supplies, or other causes beyond the company's reasonable control, or delay in any other reason, the government may grant to the company such extensions of time for completion of said railway as to them may appear reasonable.

The company contract for, and this agreement shall be binding on their successors and assigns.

The government shall be entitled to retain the cash subsidy on each section when the same becomes due, until the company produce satisfactory evidence that the wages of all workmen employed on the said section have been paid. The company agree, that out of any lands in their possession they will grant, without charge, when requested, such as may be necessary for the erection thereon, of churches and schools of all religious denomination, and all hospitals and government buildings. Should any dispute arise as to the location thereof, the same shall be decided by the Lieutenant-Governor-in-Council.

16. The government will join with the company and petition the government of the Dominion of Canada to grant aid for the construction of the said railway, and render, and grant any and all assistance in their power to such end.

17. The government agree that they will, during the present session of the British Columbia legislature, submit to said legislature a bill to confirm this agreement, and authorize the carrying out thereof.

In witness whereof the parties hereto have duly executed this agreement.

In the presence of

JAMES DUNSMUIR,
Premier.

W. C. WELLS,
C. C. of L. and W.

The Edmonton & Yukon Railway per
WM. McKENZIE,
W. H. MOORE,
Secretary.

TORONTO CUSTOMS.

Receipts Show Large Increase For the Month.

Toronto, March 25.—Toronto's customs receipts this month to the end of last week were $41,197 ahead of the receipts for the corresponding number of days last year, the figures being $440,424 as against $399,227 for last year. The bulk of the imports are still in drygoods, though general merchandise is very heavy. The total receipts for the month will be considerably above the half million mark.

Seaside Boarder—"I think, considering the price I pay, and the poor accommodation you have, you might at least treat me with respect."

Mrs. Seawiew—"Well, mum, to tell the truth, I can't feel much respect for people what pays the big prices I charge for the sort of accomodation I give."

BABY'S OWN TABLETS

Babies never cry unless there is some very good reason for it. The cry of a baby is Nature's warning signal that there is something wrong. Every mother ought to set to work immediately to find what that something wrong may be.

If the fretfulness and irritation are not caused by exterior sources, it is conclusive evidence that the crying baby is ill.

The only safe and judicious thing to do is to administer Baby's Own Tablets without the slightest delay.

For Indigestion,

sleeplessness, irritation accompanying the cutting of teeth, diarrhœa, constipation, colic, simple fevers and as a relief from the results of croup, these marvelous little tablets have given relief in thousands of cases and saved many precious lives.

Remember that they contain absolutely no opiates or other harmful drugs.

They are purely vegetable—Nature's own remedy, compounded with scientific care and never failing in their pleasant results. Dissolved in water they can be to given to the smallest child.

Baby's Own Tablets are for sale at drug stores and if you do not find them without difficulty send direct to us for them and we will forward them on receipt of the price, 25 cents per box.

THE DR. WILLIAMS MEDICINE CO.,
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