

trict a considerable mileage of railway; and this development will all take place in a district that is in direct contact, almost, with the district of Prince Rupert. I think that the people of Prince Rupert may take the preparations of Messrs. Mackenzie & Mann for development of the territory surrounding the head of Portland Canal as an earnest of the intention of the Canadian Northern Railway to go in for the development of British Columbia everywhere that business may offer.

Now we come to the question of the provision of standard equipment on this line of railway. The standard which has been insisted upon by this Government is that which is observed by the Canadian Northern Railway on its line between Edmonton and Winnipeg. This standard is vastly superior to that possessed by the C. P. R. when that railway was built across the continent. For one thing, we will have eighty-pound rails, and where rivers are to be crossed the bridges will all be of steel and generally all equipment and construction will be infinitely superior to that required when the C. P. R. was first constructed across the continent. I might observe that the standard of equipment on the line of the Canadian Northern between Winnipeg and Edmonton was such as to pass the examination of the engineer acting, I believe, on behalf of the Department of Railways at Ottawa. You will have everything in the way of construction on this line that can be reasonably expected. You will observe that the equipment provided must be the equal of that on any other road in America. I was talking the other day with a gentleman who had travelled over the line of the Canadian Northern Railway from Winnipeg to Brandon, and he told me that the service on that road was in every way equal to that given on the lines of the C. P. R. That was a very great compliment to the Canadian Northern Railway. It must be remembered in this connection that this road east of the mountains has been compelled to operate with financial aid that was infinitesimal as compared with that enjoyed by the C.P.R. when it was built. It is remarkable that this road has given to the people the accommodation that it has east of the Rocky Mountains.

Now we come to the question of labor and wages? Under this agreement the wages to be paid for labor shall be such as may be currently payable to workmen and laborers engaged in similar occupation in the districts in which the lines of the Cana-

dian Northern Railway are being constructed. You have here the direct assurance that the workman who undertake to work on the Canadian Northern Railway will receive a fair day's wage for a fair day's work.

In the case of the Grand Trunk Pacific Railway contract there was much speculation as to what could be depended upon as regards the payment of wages—and I am sure that the honorable member for Nanaimo will be careful in this case to point out anything that he does not consider will adequately provide for the welfare of the workmen to be employed on this railway. I wish to assure him that under this Bill there is ample protection for the payment of a fair wage to workmen. This Government will see that this section of this contract is lived up to, and it will not tolerate any abuse that would deprive a workman of an honest and adequate wage.

Then provision is given for the purchase of supplies in British Columbia. Millions of dollars of supplies must be purchased on the Mainland and Vancouver Island, and this provision should at once prove a boon to the merchants of the Coast cities and on the Mainland. We propose to give the merchant the benefit he is entitled to for carrying on his trade in this country and being a tax payer of the Province. There is nothing un-Canadian in this; nothing reflecting on the Eastern merchants, but there is everything a resident merchant has a right to expect, because of his being a taxpayer of British Columbia and a resident of this Province.

Then there is a section relating to sub-contracts, so that everything relating to supplies to contractors may apply to sub-contractors as well. Then there are the dates set for the execution of the work. In connection with these securities it will be necessary that a trust deed shall issue which shall be in the form usually adopted by the Dominion Government, and one that I take it is well known to hon. gentlemen who have looked up any legislation dealing with the Canadian Northern Railway Company and the Federal Government, or between that Company and representatives of the Province of Alberta, Saskatchewan and Manitoba. That contract will be drawn up immediately the Bill is assented to, and so soon as completed securities are issued, the money is raised and the work is undertaken. There is provision that the work need not commence before July 1st, 1910, but there is specific provision that work must commence by that date. This amply justifies me in assuring the House that in the neighborhood of