\$10. The peculiar position in which the see why the placer diggings along the system of collecting fees, by which the prove as rich as those in the Yukon dismagistrate is practically made a solicitrict. This northern line will benefit clause which made the magistrate dis- in that section will mean prosperity to miss a case unless the plaintiff appear- the whole province ed. There were several amendments re-

harsh one. Mr. Eberts considered that the amount of security could very properly be assessed, but the sum of \$10 n the amending act was too small. The Small Debts Act as now on the statute books had given much satisfaction throughout the whole of British Colum-There were few cases coming up in the small debts court that were not tion, but this railway would pass righteous cases and were not tried by impartial magistrates. Mr. Williams said an act should not

be amended because one magistrate did not carry out the law impartially. Dr. Walkem's amendments were such as were cover inserted in any act for the recovery of debt. The motion for the second reading

NOTICE OF QUESTION. Mr. Macpherson-What authority have the agents of the Nelson & Fort Sheppard Railway Company for collectng stumpage dues on the Nelson & Fort

Sheppard Railway land grant?

was defeated.

NOTICE OF MOTION. the Provincial Land Surveyors' Act, 1891, and the Provincial land surveyors' its object to permit men duly qualified in any part of Her Majesty's dominions vided the board of examiners be satisfied of their competency.

Wednesday 14th April, 1897. The Speaker took the chair at two o'clock; prayers by the Rev. J. F.

REPORTS.

Mr. Booth as chairman of the private bills committee presented two reports, the first finding the preamble proved of the Okanagan water bill and the second recomending that the standing orders should be suspended to allow the time for reports to be received to be extended to April 26, as the water bill had not passed. The reports were received. B. C.-YUKON RAILWAY.

consider the B. C.-Yukom Railway bill. Mr. Booth moved a new section to the ported progress

A CARIBOO RAILWAY.

The house went again into committee with Major Mutter in the chair for the purpose of considering the Barkerville, Ashcroft and Kamloops Railway Compary's bill. After considering seventeen clauses the committee rose and reported progress.

THE RAILWAY LOAN BILL. Hon, Mr. Turner moved the second that this was the most important bill that had come before the house this session. The development of the province demanded that assistance should be given to railway enterprises. The area of the province was extensive, and there was great difficulty in opening up communication with those districts that were rich in natural resources. Some years ago the legislature took steps to open up the province by granting assistance to the Nakusp & Slocan, the Kaslo & Slocan, the Columbia & Kootenay and the Nelson & Fort Sheppard railways. There had arisen in the province a strong prejudice against aiding railways by land grants. Whether this the credit of the province. Loans for prejudice was right or wrong it must be admitted that extensive as are the land areas of the province, there must be a limit to the giving away of those lands. Mr. Turner also held that it was prejudicial to the credit of the province to assist railways by guaranteeing railway the bill would be condemned before two bonds, although those railways which had been assisted by the guarantee of bonds had resulted in benefiting the province. Among these the Kalso & Slocan railway had advanced the district 20 years in progress. Under these the Lieut.-Governor introducing a cercircumstances the policy pursued by tain bill, and the premier attempted to the government at that time turned out to be in the interests of the province. The government appreciated the fact that important assistance must be given to railways and some definite policy must be adopted. After very carefully studying the best methods of assisting raised the point of order as to whether railways, the government decided to follow the course pursued by the Dominion and by the other provinces of giving cash bonuses to railways. This plan had the advantage of being of such a character that the government knew exactly how much it would be required to pay. Last year there was a demand for railway assistance, but the time was not then suitable for borrowing money. Since then a change has come. The revenue of the province is steadily increasing, and with the advent of more railways the increase will be more rapid. The government faced the question of railway assistance boldly. There were two great wants, that presented themselves. There was to the north of the C.P.R. a great mineral region and a good agricultural country ready to be opened, and there was a rich mining and agricultural district to the south. The line required to open the interven-ing country would undoubtedly become a portion of another transcontinental The present terminus, Quesnelle, was near navigable water of the Fraser. and the railway would open up the rich placer mines along these navigable waters. He had said this was a northern line; it should have been described as the great central line, because to the north of it along the Skeena river was another vast mineral and agricultural

region. He instanced the courage of

a mere handful of people who had suf-

appeal was noo large and the bill in- boo to spend over a million dollars in troduced would lower that amount to building the Cariboo road. He did not magistrate is placed by reason of the tributaries of the Fraser should not tor for the plaintiff, was obviated by a all the coast cities, because prosperity

Hon. Mr. Turner, in turning to the quired, which could be made in commit- other line, said that the government, taking into consideration the solicita-Hon. Mr. Eberts said the Small Debts tions of the people from the different Act was a hobby of Dr. Walkem's. The sections of the province, had decided to Debts Act was not a bring in an amendment as follows: For a railway from the coast, in the neighborhod of English Bluff, new Point Roberts, via Chilliwack, to Penticton, approximately two hundred and thirty miles."

This road should be a paving one from the start. Many of the railways were built before there was any popula through a district already populated. With reference to the railway from Penticton to Boundary, he said this was a very important line, and should be started at once. This section when built would give railway communication with the coast, and would assist in securing the trade of the districts for the coast cities. It would also go far towards insuring that the Shuswap & Okanagan railway will pay, instead of costing the province \$30,000 a year. The following amendment would also

be added: "No person, firm or company shall be entitled to a subsidy for the construction of a line between English By Mr. Helmcken-An act to amend Bluff aforesaid and Penticton, except on condition that the company applying for same shall enter into an agreement. Act, 1892. This proposed bill has for with proper assurances satisfactory to the Lieutenant-Governor in Council, to construct and operate daily between to practice in this province after one said English Bluff and Vancouver Isyear's service with a provincial land land, at the most convenient point, a surveyor (six nonths in the field) pro- suitable steam ferry for the transportation of cars, freight and passengers."

This would commend itself to the house as a very wise clause. There would be also some other slight changes in the act. This loan cannot be raised until after 30th of June. 1898. The government, and he was sure the province, felt that the government was unable to build and operate railways. He also felt that these railways should be assisted by the Dominion. It was admitted by the members of the Dominion. cabinet that the province was entitled to substantial assistance, and if the members of the legislature would sink their differences and vote for this bill. they would be in a position to demand material assistance from the Dominion. The house went into committee with If the Dominion government liberally money. Mr. Macpherson in the chair to further expend money to building railways here, the money would soon be returned to the money would soon be retained the the bill were withdrawn there would be Vancouver over the C.P.R. can be eseffect that the company shall have the Dominion treasury as soon as it arrives no means of getting the money necessary tablished within a comparatively short same powers as a company incorporated in the province. That family also pays to carry on the work suggested in the time, thus securing communication under the Water Clauses Act. Messrs. the Dominion over three times what it amendment. Forster and Sword objected to the in- pays the province. It is therefore Mr. Sword said the amendment did the coast by an all provincial route. The sertion of such an important clause more in the interests of the federal gov not ask for the expenditure of public section from the coast to Penticton will without its being printed so that the ernment that railways in this province money. It only asked that the govern require further examination as to practihouse could see what effect it would have should be built than in the interests of ment withdraw the bill and bring down cability, but with the application of on the bill. Mr. Booth then withdrew the province. This province was paying one that would be in the interests of modern railroading principles it may be the clause. The committee rose and re- more than its share for railways and the province. It would also give the found possible, although I think under canals in the East. There was a sort government an opportunity of changing the most favorable circumstances it will Quebec are the milch cows for the Dominion, and that they have been milked dry for the benefit of British Columbia. respect to consistency. (Hear, hear.) Dominion aid, it would give the most The people in the East pointed to the They have already changed their policy direct communication with the coast, Canadian Pacific Railway, but that rail by introducing an important amenda hence I think the government are fully unanimous vote on this loan bill-and he was sure the vote would be almost ungovernment what the province was en-

titled to. Very great care had been taken in the act with respect to guarantees. Provisions were made so that overcharges were not likely to take place. He felt sure the province would get all the money it wanted for this purpose. The loan will not make a point of difference in public works must introduce capital into the country, and the money-lenders looked at the matter in this way. The house, he was sure, was in the humor to assist these enterprises. Any man who had the temerity to vote against years by the electors of the province.

(Laughter.) Mr. Semiin said that the premier had insert into that bill, without a message, an amendment that was more important than the bill itseif. Mr. Turner asked the house to pass the second reading of something far more important than the bill transmitted by the government. He such an amendment could be introduced. Hon. Mr. Turner replied that the amendment did not contemplate the expenditure of more money than was mentioned in the loan bill, and was, there-

fore, in order. Mr. Sword pointed out that the loan bill as introduced definitely provided for the appropriation of certain sums of money for certain lines of railway and no portion of the \$2,500,000 in the bill could be appropriated for another purpose without a message from the gov-

Mr. Forster said the amendment proposed to increase the amount to be appropriated and was, therefore, irregular vithout a message.

Hon. Mr. Pooley said the house had assisted without a message from the L'eut.-Governor. Mr. Williams held that the message

by message to their constituents and received instructions to oppose the bill. Now the government sprang an amendment which

rest of the bill.

the second reading.

ready to admit the necessity for open- means of transportation. ing out the Cariboo country by means The subsidy proposed in the bill can railway communication, but he was of opinion that that development would the province can with safety undertake, not receive the greatest amount of en- but it seems to be a fair and reasonable the trouble to study the situation that by the Dominion in 1895 was \$38.13 couragement from the construction of a proportion of the outlay called for, based road from Bute Inlet to Quesnelle. He maintained that the proper method of opening out the country was from some ion, from the successful operation of The financial obligation has been point on the C. P. R. The road from such a policy, and in support of this brought more nearly within the means Bute Inlet, to Quesnelle would pass through an undeveloped and sparsely he would submit some figures, which of the province, and the main features through an undeveloped and sparsely settled district, while one from the C. P. R. must pass through a well-developed and populated district. The road from Bute Inlet to Quesnelle was a portion of that British Pacific scheme which had such a potent influence on the last general elections. It was an subject in most constituencies, and several members came to the cies, and several members came to the interior in the respective directions, be portant point attained in the estimation of many is that it will be independent of \$1,106,024, against an excess of expective directions, be portant point attained in the estimation of many is that it will be independent of \$1,106,024, against an excess of expective directions, be portant point attained in the estimation of many is that it will be independent of \$1,106,024, against an excess of expective directions, be portant point attained in the estimation of many is that it will be independent of \$1,106,024, against an excess of expective directions, be portant point attained in the estimation of many is that it will be independent of \$1,106,024, against an excess of expective directions. Mr. Martin, who, Mr. Semilin regretted roads and other means of communication the C.P.R. and is so far removed from diture upon the same basis in Only the Boundary line of the B to see, was absent from his place in the Mr. Semlin then pointed out that Mr. Heinze had already received porting modern appliances for operating a substantial land grant to construct a read from Penticton to Boundary. As the premier had so strongly pointed out, the province, to as great an extent as that road could be a paying one from its inception. Why then should a large. cash subsidy be granted to a private individual for its construction? If this up the railways which it is proposed to up the railways which it is proposed to road is to be a paying one, why should aid in the bill in the order given, the the government not undertake its con- coast to Kootenay road runs to a new struction? The railway policy of the and most promising mineral country, begovernment, as outlined in the bil, was ing in the southern portion of the provanything except being in the interests ince and near the boundary line of the of the province. He would move the United States and its railway system. following amendment: That the order It seems most desirable therefore that

instead of the present bill a measure

country between Hope and Penticton,

preliminary to construction as a public

of feeling in the East that Ontario and their policy. (Government laughter.) in requise some years to construct benefited the other provinces as much portunity of changing their railway pol- do what it can to secure it.

decide off-hand.

EVENING SESSION.

the Loan Bill was resumed at 8:15.4 ment. As the house is already aware, which had been reserved, read from the but there is a strong possibility that rules of the house to show that such a with the aid proposed in the bill, and motion as Mr. Semlin's was objection- additional aid from the Dominion, the able because it implied the expenditure money may be obtained. Should the conof public money. It went beyond the struction of this railroad be secured on scope of the bill, as there was no recom- such terms I think it can be justly claimmendation in the message that railways; ed that they would be more favorable should be undertaken as public works. than have been heretofore obtained for He ruled the motion out of order, as similar roads under similar conditions there were numerous previous rulings. Until such facilities for transportation

adopted a remarkable course. Last the government clearly showed that they week a message was transmitted from had no definite policy, but changed their that it is generally admitted that the policy to suit the exigencies of the oc- county through which it passes is desirrialway aid bill on April 1. He prob- who have examined the country are ably intended the bill as an April fool favorable to this view, and the quanjoke, because he changes the whole bill by the amendment introduced on the second reading. Mr. Semlin pointed out the peculiar position of a number of members supporting the government to be 12,000,000 acres, and this is conparticularly Hon. Mr. Martin, who firmed by Mr. H. P. Bell, who examowed his position in the government to ined the country in 1895. I am convincpose any aid to the British Pacific.

> Mr. Semlin reiterated the statement and then read a memorandum of a meeting held at Mr. Mara's house in Kamloops at which Mr. Martin, Mr. Mara, Mr. Macintosh, Mr. Semlin and others were present. At that meeting Mr. Martin pledged himself to oppose any followed by the speedy settlement of the too large, but by comparison of this Hon. Mr. Pooley raised the point of order that Mr. Semilin could not personally attack a member of the government while discussing the merits of a

Mr. Martin-No. no.

Mr. Semlin said he was not personally he right to increase the mileage to be attacking any one. He was only showing why the bill should not be carried. He read from the Times to show that the citizens of Kamloops bore out his brought down a bill that outlined a contentions with reference to Mr. Marspecific purpose for the appropriation of tin's position. He said that the house money. The amendment totally changed could not, be sure that the present that purpose and therefore placed the policy of the government was a perlegislature in a false position. The manent one, for unless the second members referred the bill brought down

of security, \$50, to be given to secure an secure an security secu subject. He felt sure the bill now be- will be brought within reach of practical the expenditure would be \$15,857,408,6 The Speaker held that the amend- fore the house would commend itself not working with modern appliances and on an excess of expenditure of \$2,548 ment was in order, as it did not ask only to the members of the house but economic lines. Not only would this 064.19 Quebec produced revenue to ment was in order, as it did not ask only to the includes of the expenditure of a larger sum of to the whole country. The aid pro railway open up Cariboo and the country extent of \$11,611,553.50 and at \$7.50 money than was outlined in the bull posed by the bill may not in itself be try through which it passes, but it head the expenditure in that pro money than was outlined in the pull posed by the building of the would place within easy access of the amounted to \$11,164,013 or an excess ernor. The point of order was further des such a bill has been introduced is evi- lying to the north of it, which is already gave in revenue \$2,034,688.53. The point of order was further debated, but the Speaker stuck to his ruling.

Mr. Semlin then proceeded to discuss

Mr. Semlin then proceeded to discuss the proceeded to discuss the proceeded to discuss the proceeded to di He said that all between the coast and interior of the tributary to the coast cities and coast appreciated the fact that the constructory province in order that the benefits arist settlements for their manufactures and \$2,409,472; Prince Edward Island tion of railways under proper control ing from the operation of the mines may must result beneficially to the province, be retained as much as possible within ing in our own province all the benefits. Manitoba revenue \$1 226 510 The question to decide was as to whoth the province, and the development of our arising from the settlement and development of the settlement and development of our arising from the settlement and development of the settlement and development of our arising from the settlement and development of the settlement and development of our arising from the settlement and development of the settlement and development of our arising from the settlement are successful our er the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government had pursued a proper mineral wealth and other resources en the government of this most worthy. The total excess of expenditure over the government had pursued a proper mineral wealth and other policy in granting assistance to those couraged and assisted by means of rail- accomplishment of this most worthy. The members were quite way communication and other cheap enterprise.

scarcely be regarded as being more than and in explanation I think it can easily upon the revenue to be derived by the a disposition to meet the real and improvince as compared with the Domin- mediate requirements of the country. \$4,153.876. show very clearly that the time has now of the original proposition are to be actario has always tried to make been reached when this province can put complished, viz.: to connect the coast pear that it was the milch cow for forward a fair and just claim upon the Dominion government in this connection. The railways mentioned in the bill the railway carried by way of the C.P. apparent to any one who will go those most urgently called for, and the distance would be about 481 miles, the fact, and especially is this fact would, while forming portions of the so that the distance of railway carriage parent in the case of this proving trunk roads between the coast and the saved is about 250 miles. Another imtion, of providing at the earliest time pos-tion, of providing at the earliest time pos-solution that the processary facilities for transmines and other industries upon a large scale, and would tend to retain within possible, the business arising from such development.

for the second reading be discharged in order to secure the benefits for this and the bill withdrawn to enable the province of the opening up of many government to submit to the legislature province of the opening up of many p promising mines in the locality through which the railway would pass, that for procuring at once a survey of the every effort should be made secure the construction of this road between the points named at the earliest work of a line from the coast to Pen tween the points named at the earnest possible date. The commencement of The Speaker stated that he believed construction simultaneously from Penticthe amendment was out of order, as it ton will secure the benefits arising thereasked the government to expend public from to the Shuswap & Okanagan rall-Hon. Mr. Pooley also held that the by using the Okanagan lake to Penticway, now owned by the province, and amendment was out of order, because if ton a through road from the coast via between Boundary Creek district and The government may laugh, but they complete. If the subsidy proposed is would have no character to lose with found sufficient when supplemented by

way was a national enterprise, and ment, and they should be given an open warranted and justified in proposing to as it did this province. If the amounts icy so that it would be more in keep-n The next railway proposed in the billpaid by British Columbia in customs in the East duties and by merchants in the East duties and by merchants in the East duties and by merchants in the East does not appear to have fulfilled the angle of the bouse. It is not perreading of the loam bill. He said that were calculated, it would be found that amendment was of an extraordinary endorsement of the house. It is not perthat haps on the comprehensive lines tributed enough to pay the interest and had come up during his time in the some parts of the province would have sinking fund on the cost of the Canad- house. He asked for time to consider wished to have seen it, but, as in the ian Pacific railway. There should be a it, as it was too important a matter to other case, it has been made to conform to the general conditions necessary to The debate was adjourned and the bring it within the means of the provanimous—so that they would be in a house rose at 5:10.

position to demand from the Dominion ticton, and the immediate construction important district of Cariobo in comas a public work of a railway from munication with the coast by the short-Penticton to Boundary." sible, provided the subsidy is found to he sufficient with what further aid may The debate on the second reading of be obtained from the Dominion govern-The Speaker, on the point of order the land grant alone has not been suf-

which fully covered the same point.

Mr. Senlin then continued the debate on the second reading. The conduct of the government clearly showed that they casion. The premier brought down a able for settlement. All reports of those tity of land suitable for agricultural and pastoral purposes, along the line of this railway and immediately tributary thereto, is estimated by Mr. Marcus Smith the fact that he pledged himself to op- ed that when the country is opened up for settlers many places not yet discovered, large in area, will be found which are not included in these estimates. Stimulated as the settlement of afforded by the market for the produce of the settlers at the mines, I am con-

ready been proved, and in spite of the does not appear to be the case. difficulties now surrounding its development and economical operation with out his contention. Taking the many large enterprises have been undertaken and are now in operation or about capita debt of this province being \$26.06 ready to commence operations. These en | while that of the following countries is: terprises have been undertaken in spite United Kingdom, \$81.70; Australian colof the enormous expense which had to onies, \$246.50; Tasmania, \$197.03; New be incurred in providing the necessary Zealand, \$286.66; United States, \$24.03; equipment, and afford striking evidence Canada, \$49.78. of the confidence which these enterprising mer (who have furnished the large, land own their railways, which to a maamount of capital necessary) haven in the terial extent accounts for their large per amoint of capital necessary) have in the properties—both hydriulic and duartz—capita indebtedness.

One of capital necessary) have in the properties—both hydriulic and duartz—capita indebtedness.

Ooming to the question of Dominion house would contend that the whole the revenue has the actual expenses of put of gold from the placer mines of during 1896 British Columbia paid in revenue has a portion within the province. As a portion of the province will be provinced as a portion of the province of the prov ment sprang an amendment which changed the whole tenor of the bill and they asked the members to vote upon the same without giving them an opportunity of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of seeking the views of those discuss the matter were it not that he experimentally of the views of those discuss the matter were it not that he experimentally of the views of those discuss the matter were it not that he experimentally of the views of those discuss the matter were it not that he experimentally of the views of the views of those discuss the matter were it not that he experimentally of the views of the view

ing in our own province all the benefits Manitoba revenue \$1,236,510, expe Some criticism has been made upon the

be made clear to any one who will take the government in doing so are showing 005, and the total revenue was \$3 brought more nearly within the means of the other provinces that this with Cariboo. The distance from Bute whole Dominion. With such a show Inlet to Quesnelle is 231 miles. Were as that which I have given it must R. to Ashcroft and thence to Cariboo the matter that exactly the opposite so many advantages as to route, gra- lew citizens in the province of Ont dients, climatic conditions and economi- will carefully study the figures gi cal features, as must when the proper and be prepared to accord to Britis time comes establish its claim as a Columbia a little more consideration that through inter-provincial and transcontibas been heretofore shown. As older rental road. Once the coast at Bute In- provinces it was naturally to be expect let is reached all provincial coust points ed that they would be regarded more are readily accessible by water com-munication, a means of conveyance tribute liberally to the support of the which the eastern provinces and the child, but the very opposite appears eastern states have expended large sums have been the case, and the support has of money in providing by artificial been from the child to a very large d means, and large extensions of the sys- gree to the parent, both in a direct w tem are now under discussion and con- to a large extent and indirectly as well sideration. With such experience be- The contention that the building of fore us it seems to be in accordance with Canadian Pacific Railway (so frequen economic principles, and the special ne made) was for the sole benefit of Brit cessities of the case from a provincial ish Columbia is neither reasonable nor financial standpoint, that in the mean-correct. It was a national undertaking time this should be availed of, in order that the object of connecting Cariboo not be expected to contribute more than with the coast may be accomplished the sooner and at the least expense.

that railways are necessary to the de- the rest of the velopment of British Columbia, the im-portant question of how to arrange the financial conditions in order to seeme it not been for this railway the Domin them is frequently lost sight of by the ion would not have the promising public. These are not only serious but ture or command the attention which are surrounded with some difficulties, and it seems to be impossible to regard this part of the question except from a making itself more apparent year combined Deminion and provincial obligation and duty. To show this it is necessary to refer to the working out of the hon, senior member for Vancouver the constitutional arrangements for the fiscal government of each, and the cir- was indicated by the business which was cumstances of each at and since confederdone as shown by its exports. I propose ation. The eastern provines at confeder- now to give you more figures to place ation were farther advanced in develop- vcu in possession of the great advantage ment and settlement than this province was, and they had therefore the advan- gives the province of British Columbia tage of their customs and other now fed- and its bearing also upon the Dominion eral sources of revenue for railway construction and other public works of that umbia amount to \$10,576,551, and im nature, and although an equitable fin ports \$5,566,236, an excess of imports ancial basis of adjustment, as far as could be seen at the time, was Joubtless amounted to \$121,013,852, and import arrived at by an allowance pro or con \$118.011.508, an excess of exports ticipations of those who had the settlement of it, the great point of difference being the comparatively undeveloped condition of this province and the insignificance of the allowances made as compensation, when compared with the advantages which would have accrued to hesitation in affirming that the mor the province from the expenditure of a the province is opened up the greater proportionate amount of money for rail-

ways and other public works, according to its area, to the debts of the other provinces, which were assumed by the Dominion government These debts amounted to \$109,430,480, of which the old province of Canada (now Ontario and Quebec) had \$62,500,000 at the original settlement, and to this was added in the adjustment of 1873 \$10,506,089, and also an addition to Ontario of \$2,846,289 and to Quebec \$2,549,214 as provinces. so that for these two provinces the Dominion has already assumed \$78,404,592. Since confederation the Dominion has expended on railways \$108,583,605, in capals \$44,161,312, and in public works \$41,525,913. In 1867 Canada had 2.278 miles of railways, while in 1895 there were 16,653 miles. In 1868 the capital of the railways in Canada was \$160,471,190, while in 1895 it was \$894,640,599. The total area of Ontario and Quebec is 447,150 square miles, that of British Columbia is 382,300 square miles. British Columbia with 85 per cent. of the area of both Ontario and Quebec combined has only 800 miles of railway as compared with 9,542 niles in the other provinces. According ture was made solely for the benefit to area British Columbia should have 8,110 miles. While specially referring to the construction of railways it may be well to point out that the average cost per mile of the Grand Trunk is \$106.150, while the Canadian Pacific cost \$55,605. These facts are mentioned in order that the house may appreciate the necessity for a cash subsidy in addition to the land grant, and the necesthese lands would be by the advantages sity for railways in order that the country may be settled up. It has frequently been mentioned in the house that the adjacent agricultural and pastoral lands. position (not only with the other prov-The mineral wealth of Cariboo has allinces but with other countries) such

The Australian colonies and New Zea-

wick revenue, \$1,564,625.62, expend enue \$134,258, expenditure \$742.3 enue for the whole of the province this basis was \$5,949,793. building of this portion of the road first, of revenue over expenditure in Queb Manitoba and British Columbia amo ed to \$1,646,279. The total expendit

> 978,129, an excess of expenditure It is frequently remarked by the ince is a burden upon them, and which has contributed an excess of

and the people of this province should they have in land as its special contribu While I think it is generally admitted share of the expenditure in money tion and its fair per capita averag liabilities and charges which have incurred through the undertaking, Had does to-day, either in a national or a commercial sense, and this feature

A few days ago it was mentioned b city that the prosperity of any country which the showing under this head as a whole. The exports of British Co. of \$5.010.313. The Dominion exports bia exported \$5,010,313 more than wa imported. Is not that a showing which should induce the Dominion govern within this province? And I have will its importance to the come, not only as a contributor to general revenue but as an outlet for the

enterprise of its own people. To prove the position in which it is claimed this province stands with r gard to Dominion revenues and expend itures since confederation, after making full allowances for all expenditures ordinarily as well as on capital account have compiled the following figures under the heads of the revenues already taken. They are as follows:

The total expenditure from 1872 1896 inclusive amounted to \$13,064,800 to which may be added a liberal allow ance for expenditure on public works the province, \$200,000 for twenty-fo rears, or \$4,800,000, making a total \$17,864,800.

It will therefore be seen that there a surplus up to 1896 of \$6,411,812.8 a sum when properly computed almosufficient to refund the expenditure f Canadian Pacific Railway construction and all other public works made by Dominion government in British Colum bia. Even should the contentions some be admitted, that such expen British Columbia (which I contend not the fact) the showing shows clusively that the province is now position to require from the Domin a more equitable distribution of the penditure upon the basis of its reve as compared with the other province than has hitherto been accorded to In making this statement I am actuate by no unfriendly spirit, but sire to endeavor to show that i only the duty but the interest. rectly and indirectly, of the Dom generally and the older eastern p ces particularly, to accord such liberal and considerate treatment way of expenditures for the purp opening up the provinces with rail as are absolutely necessary to bring erormous mineral wealth within reach of the people of Canada as s as possible.

The figures already given are ed to convey to the house the exa position of the provinces and the minion, so far as the revenue and the expenditures of each are concerns ard although it is shown that province is now contributing to the De minion much more than its due propor this Dominion, although its younges inember, I am satisfied that the wis and desire of the people of the province

ment, and all federal lastit ties and responsibilities.

Upon what basis can such tion be adjuested? I admit very easy to do this, but in ring it into tangible shape I Howing suggestion. For will take the Dominion expenditure for 1896, they ue, customs, \$1,406,931; \$205,263; postal revenue, \$1,842,319. Expenditure on \$100,000 at \$7:50, \$75 on eapital account, \$20 \$950,000. Surplus of reven

Of this surplus let our conti the federal government be on say \$446,000, and let the other for provincial development This would provide interest fund on \$10,000,000, a s would be sufficient for in quirements, and from the and settlement resulting the on the same hasis would in a (if the increase in rever past few months is maint have no doubt it will be) ha elf before & further approj

I hope the government will ed in taking the practicable s ed by the act under discussithe opening up of the provin assured that the result will to justify them and the count so, from whatever point of be regarded, whether as proposition or as one they upon to discharge in fulfilme obligation in the discharge of to this province and to the

MR. SWORD. Mr. Sword said Mr. Rithet ered a very eloquent speed greater portion of it was ir the question at issue. All aware that the policy of government had the eff reasing the price paid for articles, and in this way had to pay a very large am the Dominion treasury. think it wise to apply to the government for further assi this ground. Mr. Rithet show his own advice and ook at important matters fr personal and local standpoint onsider that he was a citiz ada as well as a Victorian port what was in the inte Dominion as a whole. wiser to raise the point eral aid that the Dominion should give assistance to British Columbia because su vill result more advantageo Dominion. It was evident to had no friends at all, and ment were forced to bring mendment that was more than the bill itself. Under cumstances, and taking into-tion the ruling of the Sp nouse was forced to conside bill as was brought down ernor's message, but a bi government intend to change tee. It was useless to atten vince Mr. Rithet, but he be vere members on the other use who were open to arga had objected to the Brit the province undertak euse that the results as fa seen would not justif; not agree with those wh \$4,000 a mile to the British not amount to anything. not be built and th ized. In the last general cople of Vancouver Island hat the construction of the

of the British Pacific, but esult? Nearly everyone ectly interested acknowledg much was paid for the isla and that it did not bring tages which were claimed ould not be justified in vot sh borus to the British received the sanction cted him. Other member same position, among Hon. Mr. Martin. He plain his position, not only iterests, but in the interest agues, who were in the pe on of being associated wi as pledged to oppose which the government had Mr. Sword showed that the given to railways in the pa resulted beneficially to the The premier had referred kusp & Slocan. Mr. Sword courage but did not think discretion. The opposition th same views as they do now held that if the government to guarantee money for the Slocan, it would be better rnment to build the road. was proceeding to discuss condition of the Nakusp & S

cific was essential to their s

would noint out, however, th

cry was raised in connection & N. railway, and the pe

island had been just as stron

or of this line as they we

he subject under discussion he Nakusp & Slocan. Mr. Semlin-What has en discussing for the last Mr. Sword, continuing, sa suming Mr. Turner's forecas rect, the Nakusp & Slocan handsome dividend to the pro rould ask what the promoter deserve this profit. How tal have they put in the cond had taken advantage of the of the province to borrow n than it took to build the re members were to profit by ences of the past, they wou the conclusion that the prese not based on business princ provincial government would \$4,000 a mile and the Domin ment probably \$6,000 a n these subsidies the promoeasily borrow another \$10.0 will more than build the ro Mr. Rithet—It will cost

Col. Baker rose to a poin

Mr. Sword-I was not refer British Pacific. I was refer lines which would be likely the bonuses. Mr. Sword he arrangements with the (un the Nakusp & Slocan au Okanagan were not in the is e people. If the government