

members in realizing the position in which the Province stands.

At the present time the interest and amounts of the Canadian Northern are as follows: On the main line, \$35,000 a mile, bearing interest at four per cent; as well as under the Act of 1913, 339 miles at \$35,000 a mile, in all \$11,865,000, bearing interest at four and a half per cent. By section 3 of the Act of 1913 a guarantee of \$10,000,000 was made on terminals.

The guarantee that is now before the Legislature covers an item of \$5,110,000 for 511 miles from the City of Vancouver to the Yellow Head Pass. No additional guarantee is being given that any other mileage of the road in this country.

We have guaranteed the Canadian Northern to the extent of \$47,975,000 as against \$42,865,000 provided by the Legislature up to the current year.

Now, perhaps, since I have not seen any mention of this interesting data in our Liberal organs, it would interest you to know what the Liberal Governments of Alberta and Saskatchewan have done in this regard. We find that in the Province of Saskatchewan guarantees to the extent of \$21,150,000 have been provided, while in the Province of Alberta guarantees to the extent of \$33,431,000 have been provided, and that is apart altogether from the millions of dollars guaranteed by both those Provinces to the Grand Trunk Pacific which were they to be estimated, would give you some very startling statistics. Even the Province of Manitoba has guaranteed a Canadian Northern to the extent of \$21,355,000.

The mileage in Saskatchewan is guaranteed at \$15,000 a mile, and in Alberta from \$15,000 to \$25,000 a mile; and during the recent sessions of the Provincial Legislatures of Manitoba, Saskatchewan and Alberta increases were made upon the original guarantees in order to accelerate construction and expedite the development of the system. It should also be borne in mind that the railway through these Provinces was constructed on prairie land, which does not offer one tithe of the difficulties that are encountered in British Columbia.

When the scheme was first successfully launched in Manitoba a peculiar condition of affairs existed. The Province had no land, and they did not wish to borrow money to build a Government road, and they did not want to give any

cash subventions. If they had had the land I am satisfied that they would have hesitated in parting with it, and if they had had cash, I question if any measure of political expediency would have warranted its disposal; and they would not attempt Government ownership, because of the limited constitutional rights of the Provinces in regard to railways. The best thing to be done was to endorse the paper of a reputable company. It must be remembered that it was never proposed from the first, where these guarantees were given in the Prairie Provinces, that there would have to be additional moneys provided in order to construct and operate the roads.

We were more fortunate, however, in our negotiations with the Canadian Northern, because in addition to recognizing the principle behind the guarantee in so far as British Columbia was concerned, we knew that there would be terminals on the coast line. We felt that in giving \$35,000 a mile that the railway company could finance the rest of the scheme and carry it through successfully.

It must not be overlooked, however, that the Provincial Government holds the additional security of the control of the freight and passenger rates of the road.

Coming to the question of the total guarantee in British Columbia for all railways, including the guarantee for the Canadian Northern Pacific terminals, our figures would be \$85,000,000, as against \$48,000,000 for Alberta and \$34,000,000 for Saskatchewan. Excluding the terminals, British Columbia guarantees amount to approximately \$75,000,000 as against \$82,000,000 guaranteed by the two Prairie Provinces. When you consider that the revenue of British Columbia is greater than the revenue of Alberta and Saskatchewan combined, you are bound to come to the conclusion, even if you are a critic with Liberal leanings, that if it is possible and desirable to commend the action of these Prairie Provinces, in regard to railway guarantees, then it is still more possible and desirable to commend the action of British Columbia.

The newspapers have been exceedingly busy of late in criticising the operations of the Canadian Northern Pacific. The story has been going around to the effect that the line will never be completed. Now in that con-