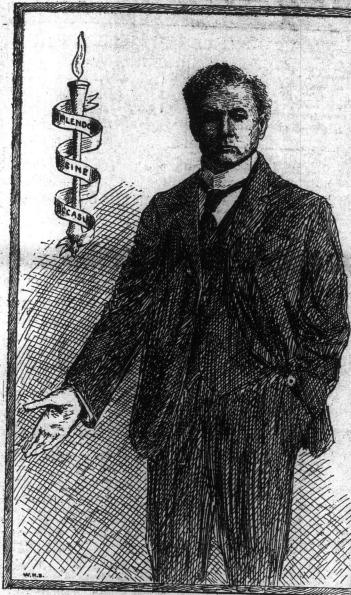
Premier McBride More Than Redeems Election Pledges



MY UNDERTAKING

1. To build six hundred miles of railway in British Columbia as outlined in a preliminary contract with D. D. Mann of the Canadian Northern Railway Company. At least one hundred miles of such railway construction to be from

2. To secure a first class freight and passenger ferry service from a point on the Mainland, at or near English Bluff, to connect with the Island of Vancouver, thence by rail to Victoria; to continue the same to Barkley Sound. Said ferry service to be equal to any on this continent.

3. Construction of the Barkley Sound section to commence simultaneously with construction upon the mainland of the Canadian Northern system in Brit-

4. The whole work to be undertaken and completed within four years; to be begun three months after the ratification of the completed contract by the provincial legislature.

5. To secure from the Canadian Northern Railway a deposit of \$500,000 for the faithful performance of the contract, such sum to be forfeited to the province if they fail to carry out the terms of the agreement.

6. To secure rom the Canadian Northern Railway Company a first mortgage upon their system in British Columbia.

7. To secure from the Canadian Northern Railway Company a covenant protecting the province from any loss whatever by virtue of its guarantee. The Province of British Columbia to control freight and passenger rates upon the same plan as adopted by Manitoba in its guarantee of Canadian Nor-

9. To secure from the Canadian Northern Railway Company an obligatory contract requiring them to maintain a regular continuous and daily first class passenger and freight schedule between Victoria and its continental system, so that upon completion of their lines in British Columbia, Victoria will be one of the termini of a transcontinental railway system. 10. The money realized from the sale of Canadian Northern bonds is to be

construction has been completed satisfactorily to the government engineer and his certificate is furnished the contractor. This is to ensure the public against any possible chance of an expenditure of money for which they do not 11. Road to be constructed by the white workers of Canada. Asiatics ab-

solutely excluded from all public works in British Columbia. The company must covenant to pay the standard scale of wages on all work. 12. All material used in connection with the construction of the Canadian

Northern to be purchased in British Columbia in every instance where it is possible to do so. Minimum mileage to be constructed each year on island and mainland and will be specified in final agreement.

Failing to carry out these promises, I shall offer my resignation to the

RICHARD MCBRIDE.

ITS FULFILMENT

The lagrisation containing and necessary for the carrying out of the several agreements between the construction of their less for the province of their less for the province of their less for the construction of their less for the province of their less for the province of the payment under the province of the payment under the province of the payment in section 5. The constitute a primary infinite section 1 of the province of the The legislation containing and neces-

additional mileage occasioned by such construction:

(b.) From a point in the city of Victoria to a point on or near Barkley Sound, on the island of Vancouver, a distance of approximately one hundred miles.

5. The Northern Company covening and agrees with the government.

The major portions of the bill, which follow, are found in the schedule, which sets forth the memorandum of agreement in the following terms:

Memorandum of agreement made this seventeenth day of January, A. D., 1910.

Between His Majesty the King (hereinafter called "the government," and herein acting and represented by the Hon, Richard McBride, minister of mines for the province of British Columbia); of the first part, and the Canadian Northern Railway Company (hereinafter called "the Northern Company covenants and agrees with the government that the Pacific Company will also construct, or cause to be constructed, operated, and maintained, along and in connection with each of said line; of railway, a telegraph line; and supply all such telegraph (all such telegraph line; and supply all such telegraph (all such telegraph line) and herein acting and represented by the Hon, Richard McBride, minister of mines for the province of British Columbia); of the first part, and the Canadian Northern Railway Company (hereinafter called "the Northern Company will also construct, or cause to be constructed, operated, and maintained, along and in connection with each of said line; of railway, a telegraph line; and supply all such telegraph (all such telegraph line) and the first day of atus as may be necessary for the efficient working of such telegraph lines both for railway and commercial service.

On the mainland of British Columbia, the connection with each of said line; of the work provided for in this agreement within three months after the works provided for in this agreement within three months after the work provided for in this agreement within three months after the work provided for in this agreement and apparation of the work is provided for in this agreement that the Pacific Company will also constructed, the work is provided for in this agreement that the Pacific Company will also constructed, the work is provided for in this agreement that the Pacific Company will also constructed, the work is provided for in

such telegraph equipment and appearance of mines for the province of British Columbia); of the first part, and the Canadian Northern Railway Company (hereinafter called "the Northern Company"), of the second part.

Whereas the government of the province of British Columbia deems it in the public interest to aid in the construction of the lines of railway hereinafter mentioned, for the purpose of securing to the people of British Columbia reasonable passenger and freight rates, and to assist in the opening up and the development of the province:

Now, the agreement witnesseth, and the parties hereto have agreed as follows:

The government will, at the next of the possible of the parties hereto have agreed as follows:

The government will, at the next of the possible of the province of the five miles during the second year, and one hundred miles during the third year; and on the Barkley Sound line, the equivalent of at least twenty miles during each year, and so that both of such lines shall be fully completed on the first day of July, A.D. 1914:

(g.) The Northern Company agrees (g.) The Northern Company agrees that the Pacific Company will, from and after the completion of the mainland line, subject to the act of God, and such other interruptions as are incidental to and unavoidable in the operation of railroads, maintain, or cause to be maintained, a regular daily first-class passenger and freight cause to be maintained, a regular daily first-class passenger and freight service between a harbor at or near the City of Victoria and the system of the Northern Company lying to the east of the Province of British Company Northern Company and of the Pacific Company shall interchange traffic so as to afford the same convenience of operation to the public as if the lines of the two railways were operated by one company, and will also, after the completion of the Barkley Sound line, subject to the exceptions aforesaid, maintain, or cause to be meigration. maintain, or cause to be maintained, on such last-mentioned line a daily

on such last-mentioned line a daily freight and passenger service in every way commensurate with the business which may be offered:

(h.) THE PACIFIC COMPANY WILL ERECT AND MAINTAIN, WITHIN THREE MILES OF THE CITY OF VICTORIA, ALL OF THE WORK-SHOPS, REPAIR-SHOPS, AND ROUNDHOUSES WHICH IT MAY REQUIRE IN CONNECTION WITH THE SECONDLY DESCRIBBLINE, and which it may establish at or near the southern terminus of such line:

(i.) The Pacific Company will

such line:

(i.) The Pacific Company will provide and maintain ADEQUATE TERMINAL FACILITIES IN CONNECTION WITH ITS BUSINESS AT THE CITY OF VICTORIA and at the City of Vancouver:

(j.) In the event of the Government (i.) In the event of the Government desiring for traffic other than railway purposes to join in the construction and use of any bridge which the Pacific Company is about to erect; it may, within reasonable time before the Pacific Company commences construction thereof, notify that Company of its intention so to do, whereupon it shall be the duty of the parties to endeavor to agree upon plans suitable to the requirements of the Pacific Company as well as to the requirements of the Government. The cost of any bridge so erected shall be divided between the parties joining in the erection of the said bridge, and the bridge shall thereafter be maintained all on terms and division of expense and cost to be agreed upon between the interested parties.

(k.) The Pacific Company shall, by the trust indenture or indentures hereinafter mentioned, or by other in-(k.) The Pacific Company shall, by the trust indenture or indentures hereinafter mentioned, or by other instrument, covenant, and undertake with the Government to accept the terms, covenants, and conditions of this contract, and the construct the several works, make the several payments, and do the several things which under this Agreement are to be constructed, paid, or done by the Pacific Company, all in accordance with the several terms and provisions hereof; whereupon, and upon the completion of the lines and terminals hereby agreed (b) be built or provided within the terms of this Agreement, the Northern Company shall be relieved from its covenants herein, except as agreed in paragraph 6 and

Railway Bills Introduced Into Legislature Monday Abundantly

as may be agreed upon.

Regulation of Rates

8. In consideration of the guarantee of the securities hereunder, the Northern Company covenants that the Pacific Company will agree that the Lieutenant-Governor in Council may, from time to time, having due regard in so doing to the position and interests of the Pacific Company, and in the case of traffic destined to or originating in the other Province. of Canada, bearing also in mind the desirability of obtaining reasonable rates from points in the Province of British Columbia to points in the other Provinces, or vice versa, MODIFY ANY RATES ESTABLISHED BY THE CARRIAGE OF FREIGHT AND PASSENGERS TO AND FROM POINTS ON THE SAID AIDED LINES WITHIN THE 'RROV-INCE OF BRITISH COLUMBIA: Provided, always, that before any rates are 30 modified, the Pacific Company shall be heard and its interests taken into consideration as aforesaid: Provided, further, that if the Pacific Company shall at any time be dissatisfied with any rates so modified by the Lieutenant-Governor in Council, it shall have the right to appeal from the order modifying any such rates to the Supreme Court of British Columbia. Any such appeal shall be heard before the Chief Justice and one of the Justices of such Court (hereafter referred to as "the Appellate Tribunal"), who, upon any notice of such appeal being given, shall be nominated by the Lieutenant-Governor in Council to hear and determine such appeal. The Appellate Tribunal, in the event of any such appeal, shall have au-

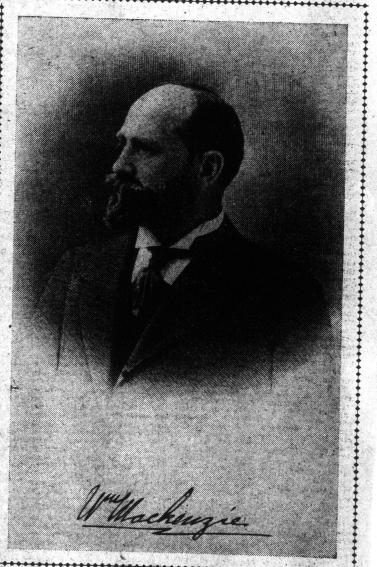
Governor in Council, in conformity with the provisions of this section, shall, except as modified on such appeal, be rates which the Pacific Company will be entitled to enforce in respect of the services covered by such rates. The Canadian Northern Railway undertakes that it will not, and that the Pacific Company will agree that it will not, bring or promote any appeal to the Railway Commission of Canada from any order made under and pursuant to the provisions of this section; and, in the event of any such appeal being brought by others, that the Northern Company and the Pacific Company will represent to the Commission, on such appeal, that it is satisfied with the rates the subject of such appeal in so far as they are, or have been, established within the provisions of this section.

Regarding the Bonds.

Regarding the Bonds.

9. The Pacific Company shall cause to be legally issued bonds, debentures, debenture stock, or other securities (hereinafter referred to as "securities") (hereinafter referred to as "securities") for a total amount equal to thirty-five thousand dollars (\$35,000) per mile of each of the said two lines of railway to be aided under the terms of this agreement, payable in not less than thirty years, with interest at four per cent. (4 per cent.) per annum, half-waarly. The total number of miles of thirty years, with interest at four per cent. (4 per cent.) per annum, half-yearly. The total number of miles of railway to be covered by such guaranteed securities shall not exceed six hundred miles in all, unless such mileage be extended under the provisions hereof with regard to construction into the City of Kamloops. Such securities shall be secured by a trust instrument, or instruments, to trustees, to be approved of by the Government, granting a first mortgage or charge (subject to the exception hereunder) upon the speproved of by the Government, granting a first mortgage or charge (subject to the exception hereunder) upon the specific lines so to be aided, and upon the car-ferry tolls, incomes, rents, and revenues thereof, and upon the rolling stock, equipment, and property of the Pacific Company acquired for the purpose of and used in connection with said mortgaged lines and ferry, and upon such of the franchises of the Pacific Company as may be appurtenant thereto. There shall be reserved from the operations of the said trust instrument and securities any and all terminals of the Pacific Company and any and all subsidies which may be granted to the company. The said trust instrument or instruments, and the mortgage and charge thereby created, and the securities guaranteed, shall be subject to payment of the working expenses of the Pacific Company as defined (so far as applicable) in the Railway Act of Canada. The terms of the trust instrument shall be settled between the Government and the Pacific Company, and when so settled, executed, and recorded, in accordance with the provisions of the "British Columbia Railway Act." shall, as affecting the provisions of the "British Columbia Railway Act." shall, as affecting the rights of any holder of any such guaranteed security (whether pledgee or owner, he deemed a full compliance with, and in form and terms authorized by this agreement.

zed by this agreement and the en-(a) The class of securities to be issued and guaranteed as aforesaid shall be determined by the Pacific Company before the issue thereof, and the form of guarantee to be given shall be settled between the company and the Government, and shall be appropriate, regard being had to the nature and class of securities to be issued and guaranteed hereunder:



thority, and it shall be its duty, to inquire into the whole matter, with power to call and examine on oath or otherwise such witnesses as either party may deaire; to examine into, or cause to be examined into, all tsoks, youchers, or accounts of the Company; to call in the assistance of such experts, and generally to make such investigation as it may be deemed desirable to enable it to determine the matters involved in such appeal; and thereupen it may either confirm, modify, disallow, or revise such rates so appealed against. Any rates so modified and determined by the order of the Lieutenant-

(b) The securities may be of any of the classes mentioned or partly of several such classes, and the trust instrument or instruments may contain sufficiently such classes, and the such as to another, and the guarantee, in case of such an exchange, of an amount of newly issued securities equal to the amount of previously guaranteed securities then delivered up and cancelled:

(c) The Province of British Columbia shall guarantee the said securities when and as issued, and when so guaranteed securities shall be delivered to the Canadian Bank of Commerce, or such other bank or banks as the Pacific Company and the Government (Continued on Page Five)

Hon, Richard McBride Gives Lucid Exposition of the Provisions of the Measures Brought Down

ALL PROMISES ARE MORE THAN REDEEMED

Competition in Railway Haulage Secured to the Province for All Time-The Life of

The speech to which the most interest has attached during the present session was delivered in the Legislature Tuesday afternoon by the premier, Hon. Richard McBride, upon the second reading of the railway bills.

Mr. McBride spoke at considerable length, reviewing the bills and their grovisions in detail. He referred to the great value which competition in railway carriage would work for the province and then proceeded to his review of the memorandum of agreement which the present legislation ratifies. He showed, amidst repeated cheers from members of the Legislature, how the government had secured this element of competition in railway haulage for all time; how the control of rates was entirely in the hands of the government with the lever which this gaye them with regard to other transcontinental roads.

The satisfaction which the government felt in being able to ensure the completion of the island section of the line with the ferry connection was dealt with. That the government had fulfilled the promises which he, the premier, had made prior to the late election he demonstrated abundantly.

At the conclusion of his remarks the Conservative members of the house rose and cheered furiously for several

Conservative members of the house rose and cheered furiously for several minutes. At the evening session a huge bunch of roses accorated the desk of the first minister, who was absent at an official dinner at Government House, the minister of finance leading the government during his absence. The adjournment of the debate, to be

resumed today, was moved by Jardine. The first part of the arternoon

The nonorable premier, in rising to move the second reading of the bill to ratify the agreement entered into by the government with the Canadian Northern Railway Co. for construction through British Columbia, was received with enthusiastic and long-continued anniance.

Mr. Speaker: It is with feelings of very great pleasure indeed that I rise to move the second reading of this very important measure. Perhaps never before in the history of this province of British Columbia has such important and far-reaching legislation been introduced for deliberation by this assembly. For the past seven sessions we have been accustomed to hearing, year after year, from gentleat the government is doing, and en it may be expected to take some promised the house and the country a constructive railway policy, had so far lailed in our enorse—that they had been inenectual. Well, sir, we were not prepared at that time to present the railway policy that we had promised to the country, and our explanations that were given to the house were all that could then be given. Let me recapitulate the position. We had said, and we stood firmly by that position, that not until we had some sort of a business-like construction scheme d the house and the country of a business-like construction scheme that would make for the connection of the railways proposed to be built throughout British Columbia with a throughout British Columbia with a transcentinental railway system, and which could be carried out under that would not overburden the country nor entail an obligation upon country nor entail an obligation upon the credit of the province such as British Columbia might not be equal to bear, would we be content. In the last seven years I may say, and the statement is by no means an exaggeration, this government has refused, not one, but hundreds of propositions looking to railway construction in British Columbia. And why? Because the lines which it was proposed that we should which it was proposed that we should ssist would not make for connection with a transcontinental system, or in the second place because the assistance asked for was far beyond the reasonable ability of this province to give to the interested companies. It was not, indeed, until 1909 that we were able to conclude an agreement with a responsible and well known railway company, which would assure the connection of our British Columthe connection of our British Columbia rallway with a transcontinental system, which would provide for the completion of the required road within a fixed and definite period, and with assistance toward the construction of that road, which it was easily and readily within the power of this province to give—the Canadian Northern Rallway Company. (Applause.)

Complete in Four Years The line of that company is to extend from the Yellowhead Pass to Vancouver; from Vancouver on to Victoria by car ferry, and from Victoria to Barkley Sound. Construction of this line is to be undertaken but the of this line is to be undertaken by the Canadian Northern Railway Co., and to be completed by the 1st of July, 1914. (Applause.)

What is the present position of af-airs in British Columbia in so far as he railway situation is concerned? ake a glance at the map, and a very hasty review of the geographical con-ditions of the province will disclose the very remarkable circumstance that while we have here a province with a esi-total area of something like 374,000 square miles, there are at present in operation but 1,700 miles of railway. To show that this limited mileage is