

Gary to Vancouver. From the moment I heard of that announcement, whatever doubts I may have harbored with regard to the policy of this Government on the question of the C.N.P. vanished forever. Here we have the highest authority in the Dominion to the effect that the time had arrived that not only was the single track of the Canadian Pacific unequal to the task of carrying for Western development, but also that the Canadian Northern would not be fully adequate for this purpose, and that it was absolutely necessary in order to care for the development of this section that the Canadian Pacific should double track its line from Calgary to Vancouver, and that there should be a practical reconstruction from Revelstoke to tidewater.

But, Sir, I do not think it is necessary to take up further time in looking for justification of the policy of this Government. Long since have the people of this country endorsed it in the most striking and emphatic manner, but I feel that at this time I may be pardoned for mentioning one or two interesting features in a review of past conditions.

We are approaching 1914 after a strenuous year in British Columbia. Like the rest of the Empire we have passed through a season of trial and depression. There is still the feeling of pessimism in many places, but thank Providence that many of you can still give utterance to that wonderful Western optimism that has kept this country to the fore, and which, in the years we are approaching, will guide it towards the destiny for which it is so ideally fitted. Personally I have never been pessimistic. I do not think I have ever had the right or the occasion to be a pessimist. Why should any man be pessimistic because in the year 1913 there was a shrinkage in real estate values. That was a matter of no surprise, and it had in fact been anticipated in 1912 and 1911 on account of the rash speculation that was going on. Prices are now getting back to their normal state, from the abnormal condition brought about by real estate inflation.

But, Sir, the man who understood the country and who believed in it never for a single hour felt that his confidence was shaken. He was always living in expectancy, as he had every right to do, and looking forward with a

strong sense of security in the future development of the country. He knew of the great territorial assets and the wonderful natural resources that the Creator had given in trust to the people of this Province. He knew that all that was necessary to make this a wonderfully active centre, the homeland of a large and flourishing population, was the development of the country by the construction of railways and trunk roads, and with the approaching completion of the Canadian Northern Pacific, and the consequent opening up of another great avenue of commerce, he must have felt that the awakening which he anticipated was at hand. We are approaching good times, and in this wonderful march of prosperity we shall be able to say that the Canadian Northern Pacific plays a prominent part.

With the completion of that line I look for a new order of things in the cities located on the Pacific Coast. New life in the suburban and rural districts, and a greater measure of prosperity in all directions.

Mr. Speaker, when I think of the criticism of our Liberal friends, and look over some of their newspapers, and see the distorted printed statements that in the past few days have been circulated throughout the country, relative to this railway project, I feel that they must know as a matter of fact that the statistics they present to the people and ask the people to believe are absolutely false. I have tried to advise the Liberals in this country for years and to say to them in the most friendly spirit that if they propose to find any place in this House the sooner they realize the necessity for telling the facts to the people the better for their party; but they have got into such a habit of misleading their followers in all matters pertaining to public affairs and so accustomed to falsifying conditions even in respect to a local issue of this kind, that they find it almost impossible to convey in their information to the public that which is absolutely true regarding the railway projects of this Government.

And now, Mr. Speaker, with your permission I will deal as briefly as possible with the statistics concerning this road. The principal object of the Bill is to implement the original subvention of \$35,000 per mile by an additional \$10,000 per mile. I will give a brief sketch of the matter that may assist honorable