GREAT GATHERING AND SPLENDID ENTHUSIASM

Monster Meeting in Victoria Theatre Shows Its Approval of the Dunsmuir Administration.

Premier Has Magnificent Reception And Exposes Chicanery of His Opponents In Telling Speech.

Col. Prior Makes Good Impression---Atty.-Gen. Eberts In Fighting Speech Crushes Interruption With Ridicule.

HON. JAMES DUNSMUIR, and the members of his cabinet, including the Hon. Col. Prior, Minister of Mines, who is contesting Victoria for the seat in the legislature, received a splendid reception at the hands of the electors at a rousing meeting at the Victoria theatre last night. The theatre was crowded from pit to dome, and although the meeting lasted until after 11 o'clock, even those who had to be satisfied with standing room waited until the last word had been spoken. Col. Prior spoke briefly, but to the point, and as usual received an ovation. Premier Dunsmuir spoke for the first time before a large audience, and made a splendid impression. A few discontents who attended with the object of interrupting him, and with the hope of disconcerting him were badly disappointed, Mr. Dunsmuir speaking well and explaining in plain language the position he had taken in matters of importance, which had come to the attention of the government. Some facts and figures were presented by Hon. E. Dewdney as to the route of the Canadian Northern railway, and Mr. R. Hall explained his position. The speech of Hon. D. M. Eberts was a fitting climax to an altogether successful meeting, one which must have been most gratifying to Col. Prior, the members of the government, and their supporters. To conclude with, the following resolution, moved by Dr. Lewis Hall, and seconded by Mr. D. R. Ker, was put and carried:

"That this meeting endorses the candidature of Hon. Col. Prior, and will use their influence to secure his return as the representative for the city of Victoria."

At first only the doors leading to the pit and dress circle were opened, but so great was the crowd in the doorways that the gallery had to be thrown open. This soon filled up, and many were unable to gain admittance at all. With the exception of a few interruptions by Messrs. McPhillips and Duff, and Messrs. Garden and Tatlow, of Vancouver, and a few ardent supporters of the opposition candidate, the meeting was a very orderly one, and the speakers were given a good hearing, the audience being intensely interested in the remarks of the ministers.

Capt. J. G. Cox occupied the chair, and among those on the platform were: Hon. Senator Macdonald, Hon. James Dunsmuir, Hon. D. M. Eberts, Hon. J. D. Prentice, Hon. W. C. Wells, Price Ellison, M. P. P., R. Hall, M. P. P., W. W. B. Clifford, M. P. P., A. W. Smith, M. P. P., Hon. Edgar Dewdney, E. B. Marvin, Simon Leiser, L. G. McQuade, Walter Walker, W. R. Wilson, Max Leiser, C. M. Cookson, George Snider, James Muirhead, D. R. Ker, C. E. Todd, M. Young, Thomas Shotbolt, E. Pearson, William Harrison, W. T. Hardaker, S. A. Rogers, M. P. P., Joseph Hunter, M. P. P., A. P. Luxton, W. Lorimer, William Munsie, G. A. Kirk, John Jardine, W. A. Robertson, G. Lawrence, S. A. Stoddart, W. Jones, J. P. Burgess, Dr. Lewis Hall, H. H. McDonald, B. Hickey, J. Griffith, John Hall, A. Munro, George Jay, Capt. Wallace Langley, Ald. Kinsman, Ald. Vincent, Ald Worthington, and many others.

The chairman, in opening the meeting, said that the present time was a most important epoch in the history of the province. There were a number of speakers who would address the meeting, and he hoped that the audience would listen attentively to what was said, and weigh the arguments put forward in favor of the government. Colonel Prior, the candidate at the forthcoming election, was well known in Victoria. He had done good service for the city in the past, and the electors could safely intrust their interests to him for the future.

Hon. E. G. Prior received a magnificent ovation when he stepped forward. He said:

Mr. Chairman, Ladies and Gentlemen,—I have often heard it stated that it was very hard to arouse a Victoria audience into enthusiasm, but I think, judging by the magnificent meeting that I see here tonight, that it shows the citizens take an intense interest in the politics of this country. I do not suppose that everybody here is going to vote for me next Monday, for perhaps there may be five or six per cent. of you who will not, but I am glad to see, nevertheless, that you are taking a keen interest in the political situation, and have come here tonight, supporters and opponents, to hear the issues of the day discussed. I wish to say that tonight it is my intention to discuss the whole of the local politics that have taken place, because I must admit at once that I have not been in a position to make a study of them, as my time has been taken up in looking after your interests in the Dominion parliament, and looking after my own private affairs; but I wish to-night to give you my reasons for standing here as a candidate for the election to be held next Monday.

I have stated in the newspapers that the one reason why I am appearing as a candidate is because the government of Mr. Dunsmuir has been able to make a contract with Mackenzie & Mann—great railway contractors of Canada—for there is no doubt that after the C. P. R. and the Grand Trunk railway companies these gentlemen are the greatest railway men in Canada—the Dunsmuir government, I say, has made a contract with them to continue the road they are now building from Port Arthur to the Coast, through Vancouver Island, and down to our own city of Victoria. I know that Mr. Bodwell, who is an eminently able lawyer does not admit that; he has made a name for himself in British Columbia, and all over Canada as a lawyer, and he has ventured to state that there is nothing in this contract at all, that we have made no contract, and that if we have made one, it is not binding. And as I hear this afternoon he states that the contract, if it is made, depends upon the Dominion government giving a subsidy. You gentlemen have known me for years, and to those gentlemen who have supported me in times gone by, when I have asked for their suffrages, to those gentlemen who have opposed me in the past, I think that my past record will not show that I have in any instance tried to deceive the public, either in public life or in private. (Cheers.) There has been a good deal of commotion in local politics. It is pretty hard to say where anyone is, or how many parties there are in the Legislature at the present time, but we will all agree I am sure, that a good strong government that has the power to pass necessary railway and other legislation is what the country is looking for now, and what the country wants. (Applause.) Now I was asked over by Mr. Dunsmuir and his colleagues to look at a railway contract which they said they had made, this agreement with Mackenzie & Mann. I went over and I read that contract. I am not a lawyer; I am perhaps not a good enough scholar to be a lawyer; but I have common sense, and I can read what is in a contract about as well as the next man. I have read that contract from beginning to end, and in my opinion that contract is as good a one as can be drawn; in fact, a gentleman the other day saw it to put up a hundred dollars that it would not be signed by election day.

A Voice—Hear, hear. "There is more of it."

Col. Prior—Well there is lots to cover it, and let me tell you, ladies and gentlemen, that that contract is signed. (Prolonged cheers.) It has been said that the contract is not signed; but I say that it is, and it is all very well to say that it is not. Someone might say that if have not got my coat on my back tonight, but I know that I have, and I know that that contract is signed, and Mr. Greenshields is now on his way out here bringing it to the government.

A Voice—Who is Greenshields?

Col. Prior—I can tell you very soon.

A Voice—He is a lawyer. (Laughter) and some interruptions.

Col. Prior—Well, go on. Boys will be boys. Let them get over their excitement, and they will give me a fair hearing. (Laughter.) They are not afraid to hear what I have to say. Mr. Greenshields is one of the foremost lawyers in Montreal, and he has for some time past been acting as agent for the provincial government. He was out here the other day with Mr. Mann, and he went back to Toronto with him and met the board of directors of the Canadian Northern railway company, and had that contract signed and telegraphed to us that he is on his way out here with it. Now that is all I can say about it, and I understand that the Legislature will have a copy of that contract tomorrow, as I was informed today that it was agreed that it should be laid on the table of the House, and Mr. Helmcken and Mr. McPhillips will have a chance to see it, and Mr. Bodwell will also be allowed to come to the door and see it, and they can say then whether it is any good or not. It is a good contract, having as its object the bringing of that road right to the city of Victoria, providing the provincial government give them the aid they agree to. Mr. Dunsmuir and Mr. Eberts will explain to you tonight what the terms of that contract are. There is no doubt about it in my mind that although in this House tonight there are present parties representing different interests, that they all have the welfare of British Columbia at heart, and I don't think that there is one member of the Legislature, who when the government asks them to give a reasonable subsidy for that road, for a road that will benefit the province and the city of Victoria so much, that will not vote for it. (Applause.)

A Voice—How about Joe Martin?

Col. Prior—I think if there was one man in British Columbia capable of taking care of himself, that man is Mr. Joseph Martin. (Laughter.) I don't think Mr. Martin wants me to speak for him, or wants you to speak for him either. I have known him in the Dominion House, in the Manitoba House, and in the B. C. Legislature, and my experience is that he is perfectly capable of looking after himself. (Great laughter.) Now who else do you want to enquire after? (Renewed laughter.)

Now, Mr. Chairman, ladies and gentlemen, that is the reason why I joined the government; I told Mr. Dunsmuir and his colleagues; I said, give me your word that this is going through and that they would have the necessary aid voted by the legislature; and they assured me that they had sufficient support to pass the bill through the House, and that the contract would be signed according to the agreement that was drawn. I said that being the case, if you want me to run for the seat in Victoria, and having the best interests of the city of Victoria at heart, and at the same time my own interests, for I have a great deal of property here, I said I will run for you. I didn't wobble backwards and forwards, but I made up my mind promptly, and I went upstairs and was sworn in by His Honor the Lieutenant-Governor, and it is for you to say on Monday next whether my action was wrong or right, and in the best interests of the city of Victoria. If you think that by joining them I did what was wrong, then I am sorry (laughter), but if you think that I have strengthened that government and strengthened its hands in the carrying forward of this railway policy, then I want you to vote for me on Monday next. If you think, when I saw that contract would do so much for the province and for this city in particular, that I was right in giving it my best support, then I can appeal with confidence for your endorsation at the polls. If, on the other hand, you think that Mr. Bodwell, who will make lawyer number 10 in the House, will do better for you, then you must support him. I have done what I can to assist and strengthen the government, and I can't do anything more. As I have said, I don't propose to say anything about local politics, and what has been done in the past. Mr. Dunsmuir and Mr. Eberts and Mr. Prentice are here and will speak for the government, but I want to say this, that if I am elected, as I feel sure I will be, I will not be a silent member of the House, but I shall take a great interest in everything that is done there, and I shall make my presence felt in the government. (Applause.) I consider that this government has done well in bringing this measure forward and in bringing other measures forward that they have for the welfare of British Columbia, and they will receive my hearty support; but I tell you distinctly, as I told Mr. Dunsmuir, that if this contract is not brought down so that I can see it signed and completed with my own eyes before Monday next, whatever amount of canvassing has been done, or whatever assistance I have been promised, I shall feel it my duty to resign my portfolio and retire from the contest. (Cheers.) I mean that, ladies and gentlemen, and I give you my solemn pledge again tonight, as I have already done through the newspapers. I am going into this election for no other purpose than primarily to assist in this railway bill and to assist the government in bringing forward other measures that I consider just as good. (Cheers.) Now, my old friend the Times must of course have a crack at me; they ask "Why did you oppose railway scheme for the past eight years?" Well, we are in the same boat; I was one of the original promoters with Mr. Rithet of the British Pacific railway scheme, and Mr. Bodwell was solicitor, but he did not take as much interest in it as we did, because I don't think he put any money in it. (Laughter.) We did that. (Cheers.) The Times says I am a trickster and a humbug, and that the contract is a humbug. (Laughter.) Well, they have very strangely changed their opinion of me lately, for it was only on the 3rd of December of last year that the Times came out with a most flattering notice about me and about what I had done. (Laughter.) They had me unseated, and thought they had got me out of the way, and they said a good word for me, poor man! (Laughter.) Did they mean that, or did they not? Surely they cannot have altered their opinion so much in this short time. (Laughter.) I don't feel that I am a humbug or a trickster. You will be the judge of that next Monday. If I am a trickster, turn me down; but if I am what I say, then support me. The Times says that the Canadian Northern is not an issue in this campaign, but I notice that it takes up three-quarters of its space in dealing with the Canadian Northern; and, ladies and gentlemen, if the Canadian Northern is not an issue, why should the Times be so anxious to make you believe that there is no contract? (Cheers.) But, worse and worse! At the end of an article I find that I have committed this most fearful crime, that I have a brother in the employ of Mr. Dunsmuir. (Laughter.) I have. He has been there for many years, and he has earned every dollar that Mr. Dunsmuir ever paid him, and Mr. Dunsmuir pays him just what he thinks his services are worth, and no more. Now I am not going to speak very long tonight. I only want to say that, in conclusion, I think that the majority of the electors will believe that I can do as much for the interests of this city as Mr. Bodwell, eminent lawyer as he is. I have great interests in this country and in this province, and I am told, whether there is any truth in it or not, that Mr. Bodwell does not own one single lot or one single building in the city of Victoria. I pay a very large amount of taxes every year, and whatever injures the city injures me, so that it is not likely that I would do anything that would injure the city. Now, before I close, if anyone wants to ask me any questions, I will give him a fair and square answer. I firmly believe that I have done right in upholding the government and strengthening its hands in bringing this contract down. I feel perfectly certain that the contract is signed, and that in a very short time we shall see construction commenced at Bute inlet with a ferry across to Vancouver Island, and that within five years trains will be running from Eastern Canada direct into this fair city of ours. (Applause.) But some people say Mr. Bodwell can do the same. Yes, perhaps he can; that is, if he got into the House tomorrow; but if he did get into the House he couldn't form a government of the people who are there, and that would mean so much more delay; and if the present government has made this contract, as I say they have, and if that contract is signed, as I say it is, and the arrangement is made with Mackenzie & Mann, why turn them out because there may be a chance of Mr. Bodwell doing the same? He can't do any more, and why lose a year or two years time? For if we have another general election, we will soon get as bad a name as a South American republic constantly in revolution. This political discord is giving us a bad name in the money centres of the world. Let us quit it, and get down to work and do something. (Great applause.) I firmly believe that my entrance into this government will have a beneficial effect. (Hear, hear.) I leave myself in your hands. If you elect me, I will serve you as faithfully as I can, and if you choose to reject me, I will go back to my office and sell nails again, as I have done for a good many years. (Prolonged applause.)

Mr. McPhillips—I understand, Col. Prior, that on the faith of the contract shown to you, you decided to enter this government?

Col. Prior—Certainly; I said so.

Mr. McPhillips—In that contract, as I understand it, there is a provision that the building of the road is contingent upon aid from the Dominion government?

Col. Prior—No; that is not the case.

Mr. McPhillips—I ask you this question, Col. Prior, that if that contract does contain a provision that the road is only to be built contingent upon aid from the Dominion government, will you retire?

Col. Prior—Certainly. (Loud cheers.) I say that a contract wesexfff .N fiih I say that the contract that was shown to me by the government as the contract that they made with Mackenzie & Mann is the contract that I stand by, and there was not a word in it that the building of the road was contingent on Dominion aid being given; but I can say this, that I know the Dominion government has promised a subsidy to them. (Prolonged cheers.)

MR. D. H. KER.

Mr. D. R. Ker, at the chairman's request, read two telegrams which he had just received from the Northwest. The first was from R. W. Mackenzie, president of the Edmonton Board of Trade, and was as follows:

"We learn that negotiations are going on re extension of Canadian Northern to Victoria. Acting on our behalf, kindly do all in your power to have this extension completed at earliest possible date, and to this end urge importance of commencing construction at Edmonton as well as Victoria."

The second telegram was signed by Mr. J. M. Douglas, president of the Strathcona Board of Trade:

"Strathcona Board of Trade desire you to use your influence to have Canadian Northern extend to the Coast immediately."

Speaking for himself, Mr. Ker said that he was convinced that this road would be a splendid acquisition to Victoria, and he intended to do all he could to assist the government at this juncture.

HON. EDGAR DEWDNEY.

The Hon. Edgar Dewdney said that he had not expected to be called upon to speak at such an early stage of the meeting. He was not fond of addressing public meetings, but there were times—such as the present—when it was the duty of every citizen who had the welfare of the province at heart, to put his shoulder to the wheel. (Cheers.) He had lived in the province for nearly 40 years, and he was impressed with the idea that British Columbia had not progressed at it should have done. The people of the province wanted sound, business men at the head of affairs, and he was glad to come forward in support of the candidature of his old friend, Col. Prior. (Cheers.) He did not intend to enter into the little political squabbles of the day. The country was tired of that sort of business. (Hear, hear.) Mr. Bodwell had not, at his recent meeting, referred to the public questions of the day. He had largely confined himself to a talk with the Liberals of the city, with whom he had had some little difficulties. (Laughter.) Mr. Bodwell had stated that the Canadian Northern could not be completed under five years, and had argued that the work ought to be postponed so that the question of routes could be re-considered. In '71 the route now proposed to be adopted by the C. N. R. had been surveyed. From that date onwards a number of surveys in that country had been made, and there was now no sort of possible doubt as to the route to be taken by the C. N. R. He knew every mile of the country through which that line would pass, and he believed that it contained the richest country in America. This line was supported by Sir Wilfrid Laurier and by the recently-elected member for Victoria, Mr. Riley. (Hear, hear.) He hoped that the electors would have the good sense to elect Col. Prior on Monday next. (Cheers.)

MR. RICHARD HALL.

Mr. Richard Hall, M.P.P., said that at Mr. Bodwell's meeting the other night, the supporters of Col. Prior who were present had not endeavored to interfere with the meeting. He was sorry to see that Mr. Bodwell's supporters now had not been courteous. At this occasion (Mr. Bodwell's meeting) he had noticed that there were nine lawyers on the platform, and he had thought to himself: "We are up against it." Mr. Bodwell was a corporation lawyer, and was not likely to go against his own interests; whereas Col. Prior was a business man, and had worked his way up. He was one of the last men who had ever been said. (Cheers.) The opposition members of the House made a great fuss about Mr. Martin voting with the government. Mr. Martin was playing his own game, and he (Mr. Hall) did not know what that game was. (Laughter.) But Mr. Martin had a right to vote as he chose. He was sure that if Mr. Martin voted with the opposition that body would not refuse his vote. (Hear, hear.) In regard to the Victoria Terminal road, he believed that the city had got the worst of the bargain in regard to the subsidy of $15,000 a year. But, in necessitating the people to be willing to pay taxes amounting to 25 per cent. of his property in order to get the Canadian Northern into Victoria. He was in favor of the Coast-Kootenay road, but he did not altogether approve of the way in which that measure had been brought down. He thought there ought to be certain restrictions in regard to that road. He was a business man, his interests were all centred in Victoria, and he would look after the interests of the city. In conclusion, he appealed to the electors to put aside petty considerations, and to vote for Prior and the progressive policy of the government. (Cheers.)

THE PREMIER.

Hon. James Dunsmuir, when he came forward to speak, was greeted with loud and continued cheers. He said: I am the Dunsmuir. (Great laughter and applause.) I am the Dunsmuir that there is so much talk against, and the head of the Dunsmuir government that some people say is the worst government that British Columbia ever had. Well now, Mr. Chairman, ladies and gentlemen, I will tell you the reason why some people say that the Dunsmuir government is the worst government that British Columbia ever had. When the House was in session last year there were different propositions brought before the government for subsidies and concessions to aid in the construction of railways There was one called the Kitimaat road. They only wanted at first 12,000 acres per land per mile, no minerals, just the land. I thought that that was a pretty good proposition, but as the people were against giving away the land, I concluded that the government could not see their way last session to give this subsidy of 12,000 acres per mile; and after the House had prorogued the same people who asked for this 12,000 acres per mile met the executive, and for that 100 miles of railway they wanted 20,000 acres per mile; all the minerals; and all the timber, and $4,000 per mile in cash besides. I said, gentlemen, it is no use putting a proposition of that kind before the Legislature, for they won't hear of it at all, and even if they were willing we couldn't pass it in the House. Well, because I wouldn't accede to their proposition, our government was a rotten government; but if I had said all right, gentlemen, we will give you all that you want, ours would have been the best government that British Columbia ever had. (Laughter and applause.) And, ladies and gentlemen, a great many of those same promoters sit on Mr. Bodwell's platform today, and that is the reason they are down on the Dunsmuir government. (Laughter and applause.) I will say this, that so long as I am Premier of British Columbia I will always watch the peoples' interests. (Loud applause.) And I consider when I am watching the peoples' interests I am watching my own, for I have very large interests here, and if I don't look after the interests of the country my own interests will not be looked after. (Cheers.) Now, ladies and gentlemen, I am thinking this evening of going into the whole story of the political situation since I took the position of Premier of British Columbia, but probably it would be better for me to take another night for that.

Cries of go on, go on.

Hon. Mr. Dunsmuir—Well, after the election when the government of Mr. Joseph Martin was defeated, the then Lieut.-Governor of British Columbia, Mr. McInnes, called on me and asked me to take the Premiership of British Columbia. Well gentlemen, I didn't think I was capable; I had never had any experience in politics, and I didn't think I was capable of it, and I felt that I would rather refuse it. But upon considering the matter I thought it was my duty to assume the responsibility on account of the serious condition of provincial affairs at that time. (Cheers). I accepted the position of Premier of British Columbia, and a few days after that I went over to the convention held at the city of Vancouver. There were a good many at that convention who were not pleased with the turn things had taken, whether that was because they wanted a Conservative government or not I don't know, but that is the reason I think why a good many of them were against me. However, that matter was all settled and agreed upon, and finally they were satisfied with me as leader of the government. Then there was a certain condition made that the cabinet should be reconstructed after the first session. Now, sir, there had been statements made that with respect to this cabinet reconstruction I have deceived the people, statements that I have deceived some of those who were then supporters of the government. Now, ladies and gentlemen, I don't think that I have ever deceived in any way anybody in this world, certainly no one that I know of. (Applause.)

I was saying that we agreed in Vancouver to reconstruct the cabinet after the first session. Just before the closing of the House, after its first session I said to my colleagues that we would have to have a meeting in accordance with the agreement that we made in Vancouver to reconstruct the cabinet, and Mr. Richard McBride who was then Minister of Mines said, "Oh never mind that; that will blow over." I said, "No; we have promised to have a meeting and reconstruct the cabinet, and we must do it." So we had that meeting. At that meeting I got up and I said, "Gentlemen, this meeting is called in accordance with the agreement that we had in the convention at Vancouver to reconstruct the Cabinet." I said: "Gentlemen, I don't wish to be Premier or leader of the government, and if you can agree upon anybody else I will be quite satisfied." There were 25 members at that meeting; everyone of them, without exception, said "No, no, we are satisfied with you."

Captain Tatlow (from the gallery.) That is absolutely untrue.

Hon. Mr. Dunsmuir—That is Captain Tatlow speaking. There were 25 at that meeting; I can prove this by those who were at that meeting, and leaving out Captain Tatlow, that makes 24. (Cheers.) There were 25 at that meeting, and when they said they were quite satisfied with me, I said: "Gentlemen, if you are satisfied with me, I am quite satisfied with my cabinet." And then Mr. McPhillips jumped up and said: "No, that is not the arrangement; it was agreed that we should have reconstruction."

Mr. McPhillips—(From the audience.) Hear, hear.

Hon. Mr. Dunsmuir—Yes, that is right. You can't deny that Mr. McPhillips. You got up and said that it was agreed to have reconstruction. Mr. McPhillips moved that we take a vote. Well, sir, we took a vote; a ballot; and of the number there for and against reconstruction, there were 17 against reconstruction and eight in favor of reconstruction. Isn't that right, Mr. McPhillips?

Mr. McPhillips (from the audience.) That is right.

Hon. Mr. Dunsmuir—Well, sir, after the vote was taken, Captain Tatlow got up and said, I don't think that is right; I think that Vancouver should be represented in the cabinet.

Captain Tatlow (from the audience.) I never made such a statement; I absolutely deny that.

Hon. Mr. Dunsmuir—There are 24 to prove it. Yes, he got up and said he didn't think it was fair, that Vancouver should not be represented in the cabinet. I said: "The city of Vancouver can't blame me; Mayor Garden was one of the first that I asked to go into the cabinet." I asked Mayor Garden to go into the cabinet. He refused. I asked both Mayor Garden and Captain Tatlow if they would accept portfolios in the cabinet, and both refused to do so, so that the city of Vancouver can't blame me. (Applause.) I looked at it in this way, that Vancouver was one of the largest cities in the province, and was entitled to representation.

Mr. Garden, M. P. P., (from the audience.) I would not accept the cabinet position until after the convention, which was to be held at Vancouver to decide what the Board of Trade should be.

Hon. Mr. Dunsmuir—Before I went over to the convention I telegraphed to Mr. Garden to know if he would go into the cabinet, and he refused. (Cheers.) After everything was settled up in the convention I met Mayor Garden in the hall of the Hotel Vancouver, and I went up to him and said, "Mayor Garden will you accept a portfolio in the cabinet?" and he said: "No, I am afraid I cannot be re-elected." (Cheers and laughter.)

Mr. Tatlow (from the audience.) I want to reiterate what my colleague said.

Hon. Mr. Dunsmuir—Please keep quiet. I want to explain my position. I asked Mayor Garden to go in; and he refused, as I have said. Captain Tatlow was standing a short distance away, and I went up to Captain Tatlow, and I said: "Captain Tatlow, will you accept a portfolio in the cabinet?" And Captain Tatlow said: "No, I am afraid I can't be elected."

Captain Tatlow (from the audience.) That statement is as absolutely false as I stand here.

Hon. Mr. Dunsmuir (amid tremendous applause.) That shows that I am touching them to the core. (Renewed applause and cheers.) Now I am going to leave everything that I am saying to the judgment of this audience, to judge between me and these gentlemen as to whether I am stating what is correct or not.

At this stage of the meeting a number of oppositionists in the gallery endeavored to create a disturbance, and amidst cheers and counter cheers and much excitement, Captain Tatlow climbed up upon the platform, where he claimed to have been invited. He wished to deliver a speech, interrupting Mr. Dunsmuir, but the Premier declined to be interrupted, and continued:

That shows Captain Tatlow that you are afraid of the statements that I am making. All I ask is for you to keep in order. (Cheers and more interruptions.) I don't think that Mr. Bodwell's meeting was interrupted, and I know that no government supporters made any such disorder as you are trying to make. (Cheers and applause.)

Hon. Mr. Dunsmuir continued: (Now I have told you about the reconstruction of the cabinet, and what I have done, you is absolutely correct. I will commence again at the point where I was interrupted, Captain Tatlow got up after taking the vote, and he said, "I don't think it is fair." That is what you said Captain Tatlow, that you didn't think it was fair that Vancouver should not be represented in the cabinet.

Captain Tatlow (from the audience.) I have never made that remark; you offered me and you offered Mr. Garden a portfolio, and we said come to us after you come down with the reconstruction, and until then we can't go in.

Hon. Mr. Dunsmuir—Well, Mr. Chairman, ladies and gentlemen, after that there was no more said at that meeting, and an adjournment was taken, and so I say that I carried out my promise to reconstruct the cabinet, but I didn't carry out a promise that I made to Mr. Helmcken, for I promised to take Mr. Helmcken into the cabinet after Mr. Turner resigned. (Hear, hear.) And I had a good reason for not carrying out that promise. Last session when this Loan Bill was going through a certain number of government supporters were not satisfied in some way or another—I don't know why exactly, but Mr. Bodwell I think had got hold of them, and Mr. Bodwell wanted to pass the bill in his way, and I wanted to pass the bill in my way. (Hear, hear and applause.) And there were certain supporters of mine, six or seven, that were dissatisfied We could do nothing with them, and Harry Helmcken was one of them.

Mr. McPhillips (from the audience.) We thought the citizens of Victoria required us to vote as we did.

Hon. Mr. Dunsmuir—No; they did not; that was only a certain agitation got up for a certain purpose. Now with respect to this Subsidy Bill, before it was presented to the House, on the morning it was to be brought down, I think it was, I showed it to the leader of the opposition.

A Voice—What is his name?

Hon. Mr. Dunsmuir—Mr. Joseph Martin. (Laughter.) I showed it to Mr. Martin and he looked it over and he said: "Dunsmuir, that is more like my proposition than anything I have ever seen, and I will vote for it." I said: "All right, Mr. Martin." And I said no more to him about it for a few days, for I really had not very much conversation then with Mr. Martin. After a few days I found out that a certain number of the opposition along with supporters of the government were endeavoring to defeat the government, and Mr. Helmcken brought in a want of confidence motion against the government, and a certain member approached the government and said that they had eight of our supporters in opposition, said they could bring over seven or eight government supporters, and this certain member said bring three more and we will talk.

A Voice—Name, name.

Hon. Mr. Dunsmuir—You find that out for yourself. So I found out then that they were trying to defeat the government. I met Mr. Martin in the lobby. I said: "Martin, they are trying to defeat the government." I said: "I don't care for myself; I don't care whether I am in or not." Mr. Martin said they will not defeat the government; I have got five or six behind me, and I will bring them over and support you." And so gentlemen I was satisfied, for I knew that I could pass my Loan Bill, a bill that I knew if I was defeated upon I could go to the country upon and be re-elected if I wanted to. (Prolonged cheers.) That bill gave a subsidy of $4,000 per mile for railways, the government control of the rates, and with the privilege to the government of purchasing the road at the expiration of 20 years.

A Voice—How many railways have been built under it?

Hon. Mr. Dunsmuir—Well, there have been none built at all. Why? Because of such men as Mr. Bodwell, who wanted to get their own way, doing everything they could to dissuade people from taking up the propositions. Another thing I might say; that railway bill was not all that stood in the way. We were waiting for the Dominion government to state what they were going to give towards construction of railways in British Columbia, and if the Dominion government had given what the province expected, these railways would have been commenced today. Now, as I was saying about Mr. Martin. (Laughter.) There has been quite a lot said about Mr. Martin; that Mr. Martin is the government; I tell you, ladies and gentlemen, that Mr. Martin is not the government, nor the leader of the government, but that James Dunsmuir, of Victoria, is the leader of the government. (Prolonged cheers.) I am the Premier, and Mr. Joseph Martin is not the government, and has nothing whatever to do with the government. (Cheers.) Mr. Joseph Martin is only a supporter of the government, like any other supporter. Now we will go in for a moment to the scheme known as the V., V. & E. railway. Let me say, sir, that I was just as anxious to see that road built as anyone else was, provided they would build it on terms that were satisfactory to the government. I was there to look after the interests of the people, and I was determined to see that those interests would be looked after, and we asked for two per cent. of the gross earnings and government control of the rates, with the privilege to the government of taking hold of the railway by purchase after the expiration of 20 years. Well, sir, a little while before the House prorogued we met Mr. Bodwell and Mr. Sutherland in executive. Mr. Bodwell made a long speech, and at the end it simmered down to this, that he was quite satisfied with the government terms with a few modifications. I said: Mr. Bodwell, if you are satisfied with the government terms, the government will now enter into a contract giving the subsidy to your company providing you will build the road all the way through. Mr. Bodwell says: "No, we don't intend to do that." He said: "All that we intend to do is to build 30 miles on this side and 30 miles from Cascade to Midway." I said, "No, Mr. Bodwell, that is not what the people want; they want the road all the way from one end to the other, Mr. Chairman, ladies and gentlemen, is absolutely correct statement. I notice that one of the little sheets circulated as a campaign newspaper, says that it repeats the whole contract. That is true; that contract is what Mr. Bodwell put before the government; that I am telling you what he said before the executive, and not what he published in the papers. That is only a lawyer's document. If he had said: "If we get the Dominion subsidy then we will build it all the way through," it might have been different; and we would have entered into a contract with his company to give them the subsidy, providing they got the Dominion assistance, and built the road all the way through. (Applause.) But this is the stand the government took, that that road should be built and completed from one end to the other. Why, sir he never intended to build any more than 30 miles on this side and 30 miles from Cascade to Midway. And now what have they done? The Great Northern railway company has built from Cascade, say 12 miles westward, and by reason of no subsidy being granted for that piece of road, this provincial government has effected a saving of $60,000, and that is a saving of $240,000 to the government, because the 30 miles at this end is as level as this floor. (Cheers.) If we get the middle part built, the other portions will be built without a subsidy at all. (Cheers.) Now, Mr. Chairman, ladies and gentlemen, all I can tell you is, that as long as I am Premier of British Columbia I will, to the best of my ability, look after the interests of the whole of British Columbia. (Cheers.) I came to British Columbia when there were not 200 people on Vancouver Island, and that is over 50 years ago. My home is in British Columbia, my property is in British Columbia, and I know no other home than this, and I want to protect the interests of the province, instead of doing like some people who come to this province to make money and take it away. (Cheers.) I have got the interests of Victoria at heart, and the interests of British Columbia at heart——

A Voice (interrupting.) What about the contract?

Hon. Mr. Dunsmuir—I will say this; that that contract is a genuine contract, and if it is not a genuine contract I will resign like Colonel Prior has said that he will resign. (Tremendous cheers.) I have got nothing to be ashamed of, and I have got nothing that I know of to hide from the people. (Cheers.) I want to be open and above board, and even the secrets of the cabinet, if I could tell them to you, I would tell them, and if I could take you further into my confidence I could show you more than this, where the government has done all in its power for the interests of British Columbia. (Cheers.) There has not been a government in British Columbia that has grasped the situation, and taken hold of affairs as we have, and has pressed upon the Dominion government the wants of British Columbia in such a way as what our opponents are pleased to designate as this swindling Dunsmuir government has. (Long cheers and prolonged applause.) As I said before, that contract is a genuine contract. (Cheers.) As I told Mr. Mann, when he was here a few days ago, that if Victoria was not made the actual terminus of the Canadian Northern railway I would not assist by bringing forward the bill and putting it through the House. (Renewed cheers.) If you will put your confidence in me I can assure you that I will never deceive you. (Loud applause.) I believe that I am the oldest British Columbian in this House (this evening; and all my interests are here, and if you retain your confidence in me I will show you that my heart is in the country, and for the country. (Cheers.) What I look to the people of Victoria to do is to return Colonel Prior as a member of the government——

A Voice—We will do it. (Cheers.)

Hon. Mr. Dunsmuir—Yes, return Colonel Prior so that he can help the government carry out its progressive railway policy and also the other different policies which we have enunciated, and to assist us in pressing forward our claims with the Dominion government. (Cheers.) I will have an opportunity again before the election is over of addressing you, ladies and gentlemen, and all I can say in conclusion is that I hope you will elect Colonel Prior with a substantial majority. (Prolonged cheers.)

THE ATTORNEY-GENERAL.

The Hon. D. M. Eberts, attorney-general, next rose to address the meeting, but was greeted by Mr. Duff, who, standing on a chair in the gallery, howled a demand to be allowed to speak. The greatest confusion ensued. Messrs. Bodwell and Duff's henchmen in the "gods" cheered, and the rest of the audience, who had not the least desire to listen to Mr. Duff, hissed. When something like order was restored, Mr. Eberts said:

I will show you in the course of my remarks this evening, why the Dunsmuir government should be kept in office. I will show you that the Coast-Kootenay railroad scheme proposed by Mr. Bodwell is a proposition of grafters first, last and all the time. We have from time to time had Mr. Bodwell before us on different railroad schemes, and as a result of these doings he has swelled so much that he had actually come to the government and told them what they ought to do. (Laughter.) I will tell you something concerning the railway policy of the government and that of Mr. Bodwell, and you will find out that it is Mr. Bodwell who has duped the people of Victoria. I can tell you—and I can prove this by documentary and other evidence—that Mr. Bodwell's Coast-Kootenay scheme and the Victoria Terminal railway by-law are two of the rottenest propositions ever advanced in this city. Mr. Bodwell was never agreeable to the building of the Coast-Kootenay railroad, but he offered to build 30 miles of railway at either end of that line for a consideration of $4,000 per mile. But it was never the intention of this government to bonus that portion of the line west of Cascade to Midway. The whole scheme submitted by Mr. Bodwell was in favor of the Great Northern company, which wanted a line from Spokane to Republic and Northport over the V. V. & E. route. That was the only way in which the Great Northern could accomplish this connection and at the same time tap the rich mineral country in the Boundary district. And because the government would not subsidize this purely local scheme of the Great Northern—a scheme which could in no way benefit British Columbia—the government has been condemned. I can read to you from affidavits put in court by Mr. Hill's son in the action taken by the residents of Grand Forks, in which they obtained an injunction restraining the Great Northern from building on the V. V. & E. charter from Marcus to Republic. These affidavits prove that the object of the Great Northern in building on the V. V. & E. charter, in which Mr. Hill, president of the Great Northern, has purchased a controlling interest, is to carry ore from Republic to Northport and to carry Boundary ores past our own smelters to smelters on the United States side. The people of Victoria have been hoodwinked in a very ingenious way by Messrs. Bodwell & Co., and this scheme of Mr. Bodwell's, of which we have heard so much, was nothing more than a "grafting" scheme from start to finish.

At this stage a large map was lowered over the platform showing that part of British Columbia and the United States affected by the northern connections of the Great Northern line and the V. V. & E. route. Mr. Eberts then proceeded to point out the different points in question and to show that the construction work of the Great Northern on the V. V. & E. charter was of little benefit to British Columbia. In the course of his remarks, Mr. Eberts said: Mr. Bodwell, in all his propositions, has never suggested that Mr. Hill would built to the Coast. Mr. Hill's object in obtaining control of the V. V. & E. charter was simply to be able to build along the Kettle river, which was his only available route between Spokane, Republic and tapping the rich Boundary country. I defy any one to deny it. (Cheers.) On the 8th of May last Mr. Bodwell had offered to build 30 miles of the V. V. & E. railway from Cascade westerly for $4,000 a mile, when he knew that Jim Hill would build that road in any event and without any subsidy at all, and he (Mr. Bodwell) was going to take that money from British Columbia. And that was the whole proposition, as far as the eastern end of the line was concerned.

Mr. McPhillips—Was not the proposition that no subsidy should be paid until the whole line was built?

Hon. Mr. Eberts—No; it was not. We were to give them $4,000 a mile for the 30 miles of railway, to be paid from time to time as the work progressed. (Cheers.) In the contract there were two propositions; one, that payment should be in cash, and the other, that it should be in four per cent. bonds. I tell you that we never intended to bonus that portion of the V. V. & E. from Cascade west, and that was really the only proposition laid before us. The legislature long ago made an agreement with Mr. Heintze for a bonus for a line along the Kettle river. What Mr. Bodwell proposed in effect that this bonus should be duplicated, as the C. P. R. line and Jim Hill's line would run side by side. (Cheers.) And when Mr. Bodwell made that proposition he knew that Mr. Hill would build the line anyway, and that the contract had, in fact, already been let for the construction. That is the truth with regard to the eastern end of the Coast-Kootenay railway, and that is why I am impressed with the idea that the electors of Victoria are being hoodwinked by Mr. Bodwell. (Cheers.)

Mr. McPh