PROVINCIAL LEGISLATURE.

Fourth Session of the Sixth Parliament.

FIFTY-SECOND DAY.

MONDAY, April 9, 1894.

The Speaker took the chair at 2 p.m. Prayers by Rev. E. Robson.

SHIPBUILDING.

MR. HORNE moved:—Whereas it is desirable to encourage the industry of ship building in British Columbia; and whereas the building of large ships would be of great benefit to this province; and whereas there is an abundance of good timber and other material eminently adapted to the prosecution of such industry: Therefore be it resolved, that in the opinion of this house, it is desirable that the government should take into consideration the advisability of encouraging, as far as may be possible, the prosecution of the ship building industry in this province.

MR. GRANT spoke in support of the resolution, reminding the house that he had already advocated a movement in the same direction.

MR. SEMLIN opposed the resolution if, as appeared to him, it meant simply that the government should offer a bonus for shipbuilding.

THE SPEAKER said if this were the meaning of the resolution it would not be in order, moved by a private member.

HON. MR. VERNON thought the house would be quite safe in passing the resolution, the effect of which would be merely to strengthen the hands of the Government and form the basis of an inquiry into the subject. It could not involve a bonus, because that would require the sanction of legislation. If the government found on inquiry that they might advantgeously assist shipbuilding, they could at a future session submit a resolution embodying their views and ask for legislation if thought proper. He hoped to see the day when shipbuilding will be carried on extensively in this province, and when the large ships for which we have the best material will be built here.

DR. MILNE asked if the house had not already passed a resolution to the same effect, on the motion of Mr. Grant, upon which no action has been taken.

DR. WATT asked the Speaker's ruling as to whether the motion was in order.

MR. BROWN spoke in opposition to encouraging the idea of bonuses.

MR. HORNE, with a view to putting his motion in order by permission altered it to read merely that the government should endeavor to ascertain what steps are necessary to ensure the prosecution of the shipbuilding industry in this province.

MR. BOOTH considered it hopeless to attempt to establish shipbuilding here while wages continue so much higher than in other countries.

HON. MR. BEAVEN said the resolution as amended was even more objectionable than in its original form, for it gave what might be considered authority for a commission to go all over the province, or possibly to Eastern Canada and the old country.

The resolution being put was declared lost.

COLONIAL PROBATES ACT.

MR. BROWN inquired: Is the act of the Imperial house, known as the "Colonial probates act, 1892," sufficient to justify the government in bringing into force, with respect to the United Kingdom, the act, chap. 19 of the statutes of 1889, which provides for the recognition in this province of probates and letters of administration granted in the United Kingdom, and does the government intend to bring the act into force?

HON. MR. DAVIE—I think the Imperial act is sufficient, and it is the intention of the government to bring the act in question into force.

CARIBOO MINING COMPANY.

The report from committee on the Cariboo hydraulic mining company bill was adopted, and the bill was read a third time and passed.

NAKUSP AND SLOCAN RAILWAY.

HON. MR. DAVIE said that as a matter of privilege, before the order for the third reading of the Nakusp and Slocan railway bill was called, he wished to offer a motion arising out of some remarks made during the discussion of this bill in committee of the whole. On that occasion the hon. member for Nanaimo district made certain statements which have been, he (Mr. Davie) thought, fairly accurately reported in the Times of Saturday, as follows:

"If the members of the government were not interested in the scheme some of their friends were. There must have been some reason for the withdrawal of the lowest tender. The statement of the Attorney-General printed in the COLONIST showed that there was something wrong and made it appear that the Attorney-General was a member of the company. The Attorney-General had been working for the company, not for the province. It was not in the power of the Attorney-General to push a company aside as he had done in this case. He believed the scheme was not 'straight.'"

He (Mr. Davie) would like the hon. member to say whether or not the report just read is correct.

MR. FORSTER—Not exactly.

HON. MR. DAVIE—Well, it is correct in effect, is it not?

MR. FORSTER—No; it does not exactly mean what I said. I certainly did say, though, that I thought everything was not straight about the matter.

HON. MR. DAVIE said he thought the report read was in substance what Mr. Forster had said. That was his recollection of it, and he noticed the same thing, in effect, in the COLONIST. He had made his quotation from the organ of the opposition, because he thought its report at least would not be disputed.

MR. FORSTER—I will say over again what I stated the other night. I said that the way the Attorney General was conducting the matter, and the lack of precaution on the part of the government, were sufficient to justify any member in believing that the affair was not straight.

HON. MR. DAVIE—In view of the statements made in committee, and in view of what has been said just now by the hon. member, I move that the standing orders be suspended in order that I may move the following resolution:

"Whereas, acting under the advice of the executive council, His Honor the Lieutenant-Governor has been pleased to give a provincial guarantee of interest in favor of the Nakusp and Slocan railway company; and whereas it has been stated by the hon. the member for Nanaimo district, in his place in the house of assembly, in reference to the said guarantee, that it appeared that the honorable the leader of the government was a member of the company, and had been working for the company and not for the province,"——

MR. FORSTER—No sir!

HON. MR. DAVIE (continuing the resolution) "and it has also been insinuated in the said house of assembly by other honorable members, although not directly charged, that the members of the executive council were actuated by corrupt motives in advising His Honor the Lieutenant Governor to give a guarantee of interest in favor of the said Nakusp and Slocan railway company; Therefore be it resolved, that an humble address be presented to His Honor the Lieutenant-Governor, praying him to appoint a royal commission to enquire whether the Honorable the Premier was a member of the said company, whether in advising the said guarantee he worked for the company and not for the province, and whether corrupt motives of any kind existed with or influenced His Honor's ministers in the advice tendered by them to His Honor the Lieutenant-Governor in relation to the Nakusp and Slocan railway company."

HON. MR. DAVIE added that after the vote on the motion for the suspension of the rules and orders he would have something to say with respect to the resolution which he proposed to offer.

MR. KITCHEN objected that the resolution ought to be before the house in print, which not being the case he objected to the suspension of the standing orders.

MR. FORSTER—It ought to be printed! There is one statement anyway there that I never made!

MR. KITCHEN—Until it is printed I will object.

MR. BROWN—It will be time enough to suspend the orders when we see this printed.

HON. MR. DAVIE said he was surpsised that any member should offer such an objection. The resolution would be immediately printed, and would be on the members' desks before he moved its adoption. If Mr. Forster claimed to have been misreported in the organ of the opposition, he would have an opportunity to make the desired correction. The position he took was simply this, that the purity of the members of the government of the province, whatever its politics, is of the highest importance, and he and his colleagues could not allow any such charge against it to stand uninquired into. It has always been the practice to move the suspension of the standing orders in such cases, and the same thing as now proposed had been done in 1874, when some question was raised against the then leader of the government. He hoped the hon. gentlemen opposite would not persist in their objection.

MR. KITCHEN said he certainly would object until the resolution was printed. It would not be doing justice to Mr. Forster to do otherwise.

HON. MR. DAVIE thereupon sent the resolution to the Queen's printer, with the request to have it immediately printed.

MR. KITCHEN as a matter of privilege, asked why a letter written by Mr. Mohun, relating to the value placed upon the rails used on this railway, had not been printed as he claimed had been promised by the Attorney-General when that gentleman read it during the debate on Friday night.

HON. MR. DAVIE said he made no promise or even remark of any kind about printing the letter.

HON. MR. BEAVEN said it is a rule of the house that a member of the government should not read from a letter of any kind if it was not to be placed before the house.

HON. MR. DAVIE said that what was at this time immediately under discussion was far more important than this letter, and he objected to the hon. gentlemen opposite thus attempting to draw a herring across the trail.

MR. KITCHEN said the question of privilege he raised was that a document was read which has not been sent down to the house. It had been used as an argument in favor of the bill, and should have been printed with the rest of the papers.

HON. MR. BEAVEN said the Attorney General need not be alarmed; there was no fear of a herring being drawn across this trail. The opposition would not withhold consent to the resolution on that account, though he thought Mr. Mohun's letter would have been put upon the clerk's desk.

HON. MR. DAVIE said he was ashamed of the leader of the opposition, when he found him introducing a trivial matter like this to divert the attention of the house while a charge imputing the grossest impurity on the part of the members of the government is under discussion.

MR. FORSTER contended that Mr. Mohun's letter should have been printed. He needed it, he said, for his side of the case.

HON. MR. BEAVEN again urged that the house had a right to have the letter printed.

HON. MR. DAVIE replied that he did not know that the house has such a right at all. The letter was written to him on the same day on which he had quoted from it, and therefore could not have been printed with the papers previously brought down. He thought he still had it amongst his papers, and if this proved to be the case he would submit it to the house.

The matter then dropped pending the printing of the resolution.

COAL MINES REGULATION BILL.

HON. MR. DAVIE moved the second reading of the coal mines regulation bill. The object of this, he explained, is to increase the facilities for providing for the safety of the workers in mines, as would be seen from a perusal of its provisions. Already this session he had stated, in reference to the proposal to exclude Chinese from the mines, that such a proposition could be defended only on the ground that their presence endangered the public safety. He had then said that such a bill should be general in its scope, and should exclude all those persons who might be a source of danger—whether Chinese, Japanese, Italians, English, Canadians, Scotch, or any other nationality. Although men might understand the English language they might not be able to comprehend orders given them, and they might be so densely ignorant as not to understand orders at all. Even in this house members opposite are often heard talking glibly upon subjects which it is quite evident they do not understand at all. (Laughter.) He thought, for the reasons stated, that the bill to be of any use ought to exclude all dangerous persons, and that it ought not to be simply anti-Chinese legislation; because if it takes that form it will probably only be declared ultra vires.

MR. KEITH thought the bill would be inoperative because of the provision that the inspector should act upon the complaint of some one working in the mine, whereas the probability is that anyone making a complaint will be discharged. Believing that the bill would be utterly useless he would vote against the second reading.

HON. MR. BEAVEN objected because this bill proposes the repeal of the act of 1890.

HON. MR. DAVIE said the reason why the draftsman had inserted this provision to repeal the act of 1890, is that that act is unworkable. If, however, the hon. gentlemen opposite do not wish to have it repealed, he would have no objection to have the second clause, making that provision, struck out of the bill. Since the matter had come up, early in this session, he had looked into the legal authorities on the subject, and had come to the conclusion that the coal mines regulation act now on the statutes is perfectly null and void. If, however, the gentlemen opposite wished to have the clause struck out he would not object. It would do no harm and it would equally do no good.

MR. FORSTER said if the Attorney-General would consent that the second clause should be struck out in committee he would not object to the second reading.

The bill was read a second time, and considered in committee of the whole, Mr. Stoddart in the chair.

HON. MR. DAVIE moved to strike out the second clause as suggested. He hoped this action would show the hon. gentlemen opposite that the government had no political motive in introducing this bill, but were actuated solely by consideration for the public safety. If they had the idea that the bill would be more acceptable with this clause struck out, he was willing to have it so.

Motion agreed to.

A blank in the bill was filled in by the insertion of the words "five," making the provision that the inspector shall take steps to exclude any dangerous persons on the written complaint of five employes in any mine. After considerable discussion Mr. Keith moved to strike out this clause altogether, and this was agreed to.

Bill reported with amendments and read a third time and passed.

RAILWAY AID ACT.

HON. MR. DAVIE moved the second reading of the bill to amend the railway aid act. He thought but little explanation of this bill would be necessary. Its aim is to assist the two railways mentioned—the Chilliwack and the Nicola Valley, by granting a guarantee of interest and principal to the extent not to exceed half the amount required to build the lines. As already explained the plan of guaranteeing the interest only involves a needless sacrifice of money, for experience has made it abundantly clear that such bonds with only the interest guaranteed have to be sold at a discount of 25 or 30 per cent. In the case of the Victoria & Sidney railway there was a loss of 28 per cent. in floating the bonds, and the amount was correspondingly large in the case of the Shuswap & Okanagan and other roads. It is quite plain that investors will pay no more than such a price as will enable them to provide out of the interest a sinking fund that will pay off the principal at maturity. He was glad to know that a good many members on the other side of the house see the matter in this light. The member from Chilliwack (Mr. Kitchen) is one of these, because he (Mr. Davie) had been shown a memorial signed by that gentleman stating that he is opposed to the guarantee of interest only, because such bonds have to be hawked all over to find a purchaser. Mr. Kitchen has evidently profited by the arguments used by the government in support of this plan. It would be noticed, however, that by the terms of this bill the promoters are required to contribute substantially themselves towards the cost. The practice hitherto, he must admit, has been such that the promotors have had to find only a small proportion of the capital, the guarantee of the province providing nearly all. The government had come to the conclusion from experience that this practice is not a wise one, even although the house has unanimously adopted it.—

HON. MR. BEAVEN—No!

HON. MR. DAVIE—I say it has, because there has been no division taken, in the case of the Shuswap & Okanagan, the Victoria & Sidney, or the railway aid act of last session, all of which passed unanimously.

HON. MR. BEAVEN—No!

HON. MR. DAVIE repeated that all these measures passed unanimously, and he would apologise for this statement if the hon. leader of the opposition could point to one division. The members were unanimous on both sides in passing this legislation, and the government were the first to discover and expose its imperfections and to advise a change. He felt satisfied that in this case there can be little exception taken to the proposition, as regards either the Chilliwack or the Nicola Valley road. In the case of the Chilliwack road, after deducting the cash to be received and the percentage of the earnings, the liability of the province under the guarantee will be about $6,000 per annum, and in the case of the Nicola Valley the liability will be something over $15,000 per annum. It would be seen that the province can very well undertake this in the interest of these roads. The plan proposed is, as he had said, certainly a better one than that before assented to, and it is certainly within the competency of the revenue and not unduly burdensome. No doubt both sides of the house will admit that such railways as these do much to open up the country. He had had considerable hesitation in dealing with the Nicola Valley road owing to the fact that the Canadian Pacific railway company have not yet signified their willingness to take a lease of the road, and if they will not do this, it would hardly be right to give a guarantee. However, information lately had points to the likelihood of the C.P.R. being willing to take such a lease this year. Under the circumstances it has been pressed upon the government to give the aid provided for by this bill, and not to put the matter off until next year. It is confidently expected that certain explorations and surveys of the coal measures in that country will be completed within a short time, and certainly it will be no harm to have the act upon the statute book. As to the Chilliwack road, he promised some time ago that he would have something more to say about it, and that promise is fulfilled in this bill. He felt perfectly certain that the house would agree that the government should adopt a railway policy, and that the policy heretofore adopted unanimously—

HON. MR. BEAVEN—No!

HON. MR. DAVIE said he was surprised to hear the hon. leader of the opposition keep on saying "no," when the records of the house are all against him. If that gentleman would only admit that he had voted without consideration, and claim that the government had led him into it, he (Mr. Davie) would admit that he was about right; but when he claims that he never voted for the measure, but, rather, opposed it, he is stating something contrary to the records of the house.

HON. MR. BEAVEN—No!

HON. MR. DAVIE said the honorable leader of the opposition never opposed them. When he wants to oppose a measure he knows how to do it so as to be put on record. The public know quite well that he never voted against any railway aid bill in this province, but now, when the government have shown him the imperfections of a measure he seeks to disclaim responsibility for it. The government were new to the subject when they proposed the first bills, but now, having found out by experience a better method by which to aid these roads, they are prepared to change the plan as laid down in this bill. It seemed to him to be high time to initiate a definite railway policy in the house, and he had no doubt that whatever government next meets the legislature will be prepared with such a policy. In the meantime, as he had said before, the government has come to the conclusion that the best measure of aid consistent with the financial position of the country is that proposed by this bill.

HON. MR. BEAVEN said he did not approve of this particular bill, and whether or not a division was to be recorded on it, he wanted this understood. He had never approved the railway policy of the government, in which he had never seen anything really in the interest of the province. He took exception to the statement that the Shuswap & Okanagan bill had been passed unanimously.

HON. MR. VERNON said he remembered very distinctly what occurred when the Shuswap & Okanagan bill was before the legislature, and that it passed unanimously with the exception that the then member for Westminster, Mr. Bole, voted against it. If the leader of the opposition would look at the journals he would find out this to be the case. Mr. Beaven did on that occasion advocate the construction of railways by the government, but he did not object to the bill. The experience of all countries has been that aid to railways is a necessity, and it has been given in a great variety of ways. In this country grants of land have enabled some railways to be constructed; but in other cases much larger grants have proved insufficient for the purpose and the aid has taken another form. The province has never been able to give cash bonuses, such as are indulged in by the Dominion to the extent of $3,200 a mile without any return being asked for. He would now move the adjournment of this debate, as the resolution which the Attorney General wished to introduce was now printed and ready for distribution.

Motion agreed to.

NAKUSP AND SLOCAN RAILWAY.

MR. KITCHEN rising to a question of privilege, said he saw on the floor of the house a reporter in the place of the law clerk; and as there is a proper place for reporters he objected to having one on the floor of the house.

HON. MR. DAVIE explained that the official reporter in question, not being used to taking notes from the reporters gallery at the far end of the chamber, where it is sometimes difficult to hear members, had been permitted to occupy the law clerk's desk.

HON. MR. DAVIE then moved the suspension of the standing orders, so that he might move the resolution which he had already read.

MR. SEMLIN took exception to the wording of the resolution, in that it referred to the guarantee of interest only, where he claimed that the charges arose out of the departure from that guarantee.

The question being put, a faint "No" was heard.

HON. HR. DAVIE—Who said "No"?

MR. KITCHEN—I did. I object to suspending the orders in the middle of another debate.

THE SPEAKER—The hon. member pledged his word that he would not oppose the motion after the resolution had been printed.

MR. BROWN asked why should not this matter be laid over until this evening. It had a very bad look, he thought, on the face of it. Why, if the position of the government is so streng as they say, should they object to let the matter stand over a few hours, thus giving the house an opportunity to read the resolution.

MR. COTTON said he thought Mr. Brown was under a misapprehension, as what he understood was not that the discussion was to be opened up immediately but merely that the standing orders be suspended to enable it to be taken up when desired.

HON. MR. DAVIE said there was no desire whatever on the part of the government to crowd this matter upon the hon. members. He did not want to force it, but at the same time he did not see why the hon. gentlemen opposite should seek to delay the procedure. What he wished to emphasize was that when a charge of corruption is made against the members of a government the proper thing to do is to postpone all other affairs until the charges are disposed of. When he found the hon. gentlemen opposite making grave allegations—he would not say all of them, but would specify Mr. Beaven, Mr. Brown and Mr. Forster—when he found that they had made clear charges of corruption, though hedged in ambiguous language, he thought they should be prepared to substantiate these with a motion for their investigation. He was astonished that these distinct statements should be made without the hon. gentlemen being prepared to back them up. As, however, the opposition were blind to their duty, the government of the day proposed to show that they are not similarly blind. When the subject was before the house on Friday night he had intimated to the opposition that their duty was to move for the appointment of a committee of investigation. They had not done so however, and in consequence the government had determined to act, and to act promptly. There should be no beating about the bush, but the issue should be clearly faced.

MR. FORSTER said if this was a motion to investigate the whole facts he would have no objection to it, except that it included a charge he had never made, namely, that the Attorney General was a member of the company. He never said that. As would be seen reported in the COLONIST, he said that the members of the government were not disinterested. He said that there might be corruption, but he never said that the Attorney-General was a member of the company. He denied that the opposition wished in any way to shirk investigation, but if the opposition were given time the Attorney General would get all the investigation he desired. He thought that the whole transaction, and not merely what was specified in the resolution, ought to be investigated.

HON. MR. DAVIE said the hon. gentleman who had just spoken was wholly wrong, as the resolution he had proposed was broad enough in its scope to secure a full investigation. But it is an investigation into the charges of corruption that the government wish to have, and not a roving commission to enquire into every political issue.

HON. MR. BEAVEN objected to the wording of the resolution, because it referred only to the guarantee of interest. "It is the principal we are talking about," he said.

HON. MR. DAVIE—That has not been done yet.

HON. MR. BEAVEN said that though the Attorney General had with his knowledge of law confined the resolution to "the said guarantee" he is not going to get off that way. That was not what Mr. Forster charged, which was that the Attorney General was working for the company and not for the province.

HON. MR. DAVIE—The leader of the opposition said that.

HON. MR. BEAVEN said if there was to be a commission he wanted to add a lot of subjects for the inquiry, which ought not to be merely into an old dead issue, passed upon last year. He wanted to add something about the townsite of Three Forks and other matters.

HON. COL. BAKER said the leader of the opposition was as usual quibbling about a word. The question for the house was whether or not there should be a commission appointed to inquire into grave charges of corruption.

MR. BROWN said he would refrain from discussing this matter now, but would be heard from at the proper time.

MR. GRANT thought the standing orders ought to be suspended, and if it were thought desirable to alter the resolution that could be done afterwards.

MR. SEMLIN said there was nothing at all in the resolution pertinent to what had taken place the other night. The Attorney-General knows as well as any other lawyer how to draw up a resolution, and when he drew up one so much at variance with the circumstances he must have had some object.

MR. SWORD pressed for time to consider the wording of the resolution.

HON. MR. DAVIE explained that as already said all he wanted to do was to have the way clear so that the resolution might be introduced. He had not the slightest objection to putting the discussion off until to-morrow, but he did not propose that now. If the members thought the resolution should deal with the guarantee of principal as well as of interest he would put that in distinctly. It must be remembered, however, that the only guarantee yet authorized is of interest only, though the government have also bound the house and the country to this, that that guarantee must be given unless the house chooses to substitute the guarantee of principal as well. The evil, if there has been any, must therefore have been in the guarantee of interest. The objection persistently urged has been, why did the government assume that the road would cost $25,000 a mile when their own estimate now shows a cost of only $17,500. The whole gravamen of their offence has been that they have abused the powers given under the railway aid act of last session authorizing a guarantee up to $25,000 a mile. To show, however, that the resolution is intended to be as comprehensive as could be desired, he would alter it so as so include the guarantee of principal. He would also strike out the words charging that he was a member of the company, if Mr. Forster wished to withdraw them. If he chose to go back from that statement, the government would be perfectly willing to make the change. But what cannot be withdrawn are the insinuations that corrupt motives influenced the government in the introduction of the bill. The Opposition have made a distinct charge, which the government propose to refer to a fair and impartial tribunal, independent of every political consideration; that is what the Opposition themselves ought to have moved, if they had the interest of the country at heart.

MR. BROWN here rose to a point of order, holding that the Attorney General having spoken before had no right to speak now.

The resolution to suspend the orders was put, and carried.

RAILWAY AID BILL.

HON. MR. VERNON resumed the debate upon the railway aid bill, explaining the receipts which the government are to get in consideration of their guarantee, being half of the Dominion subsidy of $3,200 a mile and twenty per cent. of the gross earnings.

MR. MARTIN, after several other members had spoken, took up the subject of the Nicola Valley railway, for which he asked better terms from the government. He strongly pressed the claims, pointing out that it will aid in the development of some of the richest gold fields in British Columbia, while the coal mines which it is expected will be opened up will employ a larger number of men than will ever be put into Chilliwack by the building of the Chilliwack railway. He did not think it was right for the municipalities near the capital to try to influence the legislation of this house by sending down large delegations to wait upon the government, but if the Nicola valley had been more conveniently situated, he could have got a better delegation from there than any which had visited Victoria this session.

It being 6 o'clock the Speaker left the chair.

After Recess.

MR. BOOTH continued the debate on the railway aid bill. He said that the province, and both sides of the house, when experimenting in this direction had gone to the limit of $25,000 per mile, and the first road to be gone on with under this arrangement was the Nakusp & Slocan, which was a case of great urgency. The circumstances connected with that had shown them that they could do better than had been proposed in the railway aid act now on the statute book, and now they came forward with this bill which practically called for a further guarantee from the promoters who have to put up one-half of the cost, besides which the C.P.R. will pay 40 per cent. of the gross earnings towards meeting the liability assumed by the province. He considered the present proposition as fair a step as can be expected. He was glad to hear Mr. Brown say that he considered all these roads to be in the interest of the country and that he could not see any ground for opposing them. If that gentleman could not suggest any different course he ought not now to condemn the government for its action. To his mind it certainly is a question whether or not the assistance granted is sufficient to enable the roads to be financed, but if it would enable them to be built he would heartily support it.

MR. HUNTER said the two sides of the house seemed to be getting no nearer on the subject of these railway guarantees, the arguments on both sides being about the same to day as a month ago. He reviewed the positions occupied by the several railways which have received aid from the province. The Shuswap & Okanagan, he showed, had been built on purely business principles, yet the contractor paid out more money than was paid out by the government, so that the gentlemen opposite need not rant and rave about that road. He would support the bill for aid to the Chilliwack & Nicola Valley railways, but for the first time since he had been in the house he must say that the government are in their legislation not up to the times. He thought it utterly impossible that the Chilliwack road could be built for anything like $14,000 a mile, especially in view of the expert testimony laid before the house not long ago that a precisely similar road had cost $23,000 a mile. He could say the same of the Nicola road; and he thought the government ought to increase the sum in each instance to at least the government estimate for the Nakusp & Slocan railway—$17,500 per mile. He thought the two companies had the right to expect something more from the house, and he hoped the leader of the government would take the matter of an increase into his serious consideration.

MR KITCHEN complained that this bill is a retrograde step, while the people of Chilliwhack were promised something better than had been proposed last year. He felt sure, however, that the road could be built for $14,000 per mile if no construction company intervened. But he did not think that the people of Chilliwack would guarantee half the cost of the road or half the interest, so he did not see who would put up the rest of the money.

HON. MR. VERNON—Why the company.

MR. KITCHEN continued that it is well known that the railway companies organized in this province have very little capital, and he thought it would be very hard for them to find the money if the government did not show its confidence in the scheme by giving a liberal guarantee.

HON. MR. DAVIE, asked, amidst general laughter, why Mr. Kitchen had not applied the same argument to the Nakusp & Slocan.

MR KITCHEN replied that he had not opposed the grant of aid to the Nakusp & Slocan road, but what he objected to was the way the government had carried on the business.

HON. MR. DAVIE—Oh yes! It all depends on whose axe wants grinding. (Laughter.)

MR COTTON said the members on his side of the house are put in a difficult position by this bill, which provides for aid to two railway companies which the house had last session pledged itself to aid. While they did not favor the indiscriminate bonusing of railways, they did admit that the country needs opening up, and in discussing these two railways they must not be held to be supporting the government's railway policy. He had been careful not to impute to the government in connection with Nakusp road anything more than great carelessness and want of business capacity, and before voting for any more aid the opposition want to be satisfied that the money will be applied so as to be more profitable to the province. The proposed guarantee of half the cost of the Chilliwack road, on the assumption, from the bill of last year, that the municipality is supposed to enable them to find the rest, he thought would involve a heavy direct loss, of something like $30,000, in negotiating the bonds of the municipality. He believed the government should guarantee the whole amount, and in return take from the municipality a guarantee for its share. He did not agree with Mr. Hunter in the matter of cost, as he thought $14,000 a mile would build the Chilliwack road. He noticed what he considered an important omission in the bill, for while in the matter of the Nakusp road the government practically becomes the bondholder, here the province has no such security and is in a much worse posiition.

MR. SWORD admitted that this bill proposed something of an improvement upon other measures of this kind which have been passed, but he criticised the requirement, which he held to be practically made that the municipality of Chilliwack should guarantee half of the cost. He thought it would be better if when they are finding all the capital government would not deal with intermediate parties, but would take the roads into their own hands and have them built upon the best terms possible. He moved in amendment as follows to the motion for the second reading of the bill, providing that the railway company should, upon the government undertaking to secure the construction of the road, be required to hand over their charter and their claim to the promised subsidy of $3,200 per mile from the Dominion.

HON. MR VERNON raised the point of order that this resolution involves a good deal more expenditure than that contemplated by the bill, and he did not think such a resolution could be introduced by a private member.

HON. MR. DAVIE thought the resolution in order, and would be sorry to have it ruled out. He thought it competent for the house to say that instead of the aid proposed in the bill some different kind of aid should be given, and he would like to hear it discussed. The effect of it if passed, however, would be to completely kill the bill for this year.

THE SPEAKER thought the resolution went beyond the power of a private member, and ruled it out of order.

DR MILNE continued the discussion on the second reading, to which he expressed himself as opposed.

MR GRANT favored the bill, and blamed the government only for not having a more liberal railway policy.

Bill read a second time on division, Messrs. Milne and Beaven alone voting contrary.

NAKUSP AND SLOCAN RAILWAY.

HON. MR DAVIE moved the resolution of which he had given notice in the afternoon for a royal commission of enquiry. In stating that he had amplified it to include the guarantee of principal, he again called the attention of the house to the fact that the only guarantee yet given is one of interest, though the government have reserved the right to substitute a guarantee which upon the principal and interest of $17,500 a mile for twenty-five years, will come to less than the contemplated guarantee of interest only upon twenty five thousand dollars a mile. He had gone into these figures so completely once before that he would not now repeat the calculations. Neither would he discuss the merits of the bill, whether it is good policy or otherwise. That has already been decided upon and will probably be decided again at the general elections. For more than a month the opposition have been systematically hinting that the government had been actuated by the most corrupt motives, but only on Friday night had anyone the boldness to make a direct statement. He did not say all the members opposite were guilty, but rather only a few, for the rest were generous enough, or honest enough he should say, not to make any insinuations which they had no reason to believe had good foundation. Mr. Forster was more bold and open than his friends, and he had made the statements reported by the Times and already read to the house. In this he said if the members of the government were not interested some of their friends were. What an absurd statement! He (Mr. Davie) did not doubt for a moment that some friends of the government were interested in this road, and he had no doubt that even some friends of the opposition also were interested, but Mr. Forster went on, according to his own organ, to charge that he (Mr. Davie) must be a member of the company, and that the transaction was not straight. This statement was on a par with the many insinuations which had been thrown out by other hon. gentlemen. Mr. Beaven had said that he hoped it could be shown that the government were not actuated by any corrupt motives, and further that it appeared as if His Honor had been guided by the hand of a member of the company. This made it perfectly clear that as His Honor had been guided by the Premier and members of the executive council, they were virtually charged with being members of the company. The leader of the opposition had also spoken of some subtle influence being at work, the meaning of this insinuation being perfectly clear. Mr. Brown on the 15th of March had called for a sworn statement as to the cost of the road, which he claims should not have been more than thirteen thousand dollars a mile. On the 3rd of April, the leader of the opposition said that the Attorney-General appeared to be more desirous to advance the interests of the company than those of the country, and had spoken of "colossal cheek," and of "an open attempt to unload the treasury of the country on a private company." He said he did not know but what the members of the government were paid fat salaries by the company. On Friday evening last he said that the whole thing was indefensible, because the Attorney-General was doing all the work, and the province was providing all the money, while the company derived all the profits, and also that no one could peruse the documents without saying that the whole scheme was surrounded with suspicion. It does not need men with very acute perception to know what all these insinuations mean, but the hon. gentlemen delight to beat about the bush, and the government had simply to drag them out. He had invited them last Friday night to move for a committee of enquiry, but this they refused, on the flimsy pretext made by Mr. Brown and Mr. Beaven that the members on the government side are mere whitewashers, that they would form a majority of the committee, which therefore would be of no use. A grosser libel on their fellow members could hardly have been uttered, but no matter who composed the committee, the evi-

dence taken by a short-han
be there to speak for itself.
sition could have no excuse f
the government had chosen
matter to a commission abov
political influence. The mo
moved is single in its point;
of corruption is what it me
their insinuations are clothed
language, they do constitute
of corruption. Once there is
suspicion against those in c
government, the interests of
not safe, and it is imperat
charges should be cleared up,
of those making them to follo
close. From a hint dropped
of the opposition during the
had no doubt that that gen
seek to defeat the object of t
by introducing matters of po
tion into it, but he hoped the
the house would prevent t
meantime he moved this resolu
come of which he hoped would
people of the country from one
other know whether the gove
set of boodlers or whether they
on the affairs of the province
and integrity.

MR. FORSTER said he was g
the coolness and mildness wi
Premier had moved the resolu
would endeavor to follow the e
set. He wished to repeat tha
did not correctly report him, in
say that the Attorney-General
ber of the company; what he
that the Attorney-General nego
construction of the road by the
then turned round and got the
Slocan company to do it. He h
this action was singular becaus
ney-General had no authority fr
ince to do this, and any
he had must have been
Nakusp & Slocan railway com
resolution in itself, he conte
nothing, or only that the comm
find out whether or not the Att
eral is a member of the compan

HON. MR. DAVIE—More than

MR. FORSTER—What does it

HON. MR. DAVIE—Whether
ment was influenced by corrupt
any kind.

MR. FORSTER—But it empowe
mission to do nothing; gives it no
We want to enquire into all th
said much more than quoted in
I said that old rails were char
when new could be bought at $32
why did the government not obta
mate of the cost, and why did th
$17,500 a mile, as shown by M
letter. We want to know all th
we don't care whether the Attorn
is a member of the company or
not what we want to find out.

HON. MR. DAVIE—That is wha
find out.

MR. FORSTER—We want to
whether or not the government
of carelessness, or whether the fa
the strong suspicion that minister
fluenced by improper motives i
out this work.

HON. MR. DAVIE—I would like
what you object to in this resolu
is only about being a member of
pany.

MR. FORSTER—There is anot
that about working for the compa
am not particular about that, beca
had authority from the company,
you must have been working for th

MR. BROWN said that one gentle
had supplied him with the facts had
urged him to move for a committe
quiry, but he had told him that hi
ence showed it would be useless to
thing of the sort. Gentlemen w
statements before such commit
marked men from that day forw
the committee whitewashes the gov
and there is an end of it. The A
General in his speech as reported
COLONIST speaks as if he were th
he whole business.

HON. MR. DAVIE—So I was. (La

HON. COL. BAKER said it was muc
regretted that the dirge of the mori
dependent party is not to be attun
greater dignity. He moved to am
resolution by striking out the words
Mr. Forster had taken exception.

HON. MR. BEAVEN explained that
had not moved for a commitsee of
was because he was afraid he wou
been ruled out of order.

HON. MR. DAVIE—Not much!

HON. MR. BEAVEN said he was
test this "not much" and would n
something which would be well
vestigating, this being as
To strike out all subsequent to the
as" in the third paragraph, and ins
has been stated by the hon. the me
Nanaimo district in his place in th
bly in reference to the said guarant
it appeared that the hon. the leader
government acted in the matter as if
an agent of the company, as the le
had never given him authority to
on behalf of the company in respe
construction of the railway, and h
working more in the interests of
pany than the province, and it h
been insinuated in the assembly b
hon. members, although not directly
ed, that the members of the executi
cil were actuated by corrupt mo
advising His Honor the Lieut.-G
to give a guarantee of of principal an
est in favor of the said Nakusp and
railway company, and had excee
power granted to them by the rail
act of 1893;

"And whereas a piece of land in
trict of Kootenay has been taken
pre-emption claim and the house h
asked to pass a bill authorizing th
of a crown grant to Charles Hugonin
C. Carpenter to this land, which
know as the site of the town of Thre
and is the eastern terminus of the
and Slocan railway, and the crown g
this land will, therefore, issue be
usual time as provided for in the la

"Therefore, be it resolved that a
ful address be presented to His Hon
Lieutenant-Governor, praying him
point a royal commission to inquire
the Hon. the Premier did so ac
whether in advising the said gua
the Premier worked more in the inte
the company than the province, and
inquire into all the circumstances co
with any guarantee given or promised
count of or in connection with the Na
Slocan railway, and whether corru
tives of any kind existed with or infl
any of His Honor's ministers in the
tendered by them to His Honor the
Governor in relation to the Nakusp &
railway company, and whether the me
of the executive exceeded the au
granted to them by the railway a
1893, and whether any of His Honor
isters have or had any interest, direct
direct in the Nakusp & Slocan railway
pany or in any of the contracts of th
pany, or in the construction company,
in material or supplies, or in any way
soever, and that the Commissioners
empowered to investigate, ascertai
report what persons have been
either directly or indirectly interes
the land known as the townsite of
Forks, or in any of the proceeds of th