RAILWAY POLICY

(Continued from page 10.)

The route selected will traverse this Thompson river valley, and will quickly produce development on a large and undoubtedly will produce also in the near future both population and wealth. Much the same conditions and much the same arguments apply with respect to the country lower down towards the coast, where surveys already accomplished by the Canadian Northern have already led to a great deal

The Island Section.

And this brings us to Vancouver Island, and the line to Barkley Sound. There has been a good deal of criticism and skepticism expressed with regard this section of the road. In the first place there was a section of the negotiations for the incorporation of take place in a district that is in di- of one system. the Island portion of the line with the rect contact, almost, with the district to anything, because they said the character and the configuration of the West Coast would prove almost pro- Mann for development of the territory hibitive to any scheme of railroad surrounding the head of Portland canal building. I am particularly glad to be as an earnest of the intention of the

With regard to the construction of offer .. this Island section let me say that the projectors of the road were from the beginning desirous of having an interest in the Island, they were anxious to have some participation in the development of this glorious Island of Van- ment is that which is observed by the brace the Vancouver Island section For one thing we will have eightywithout any variation of the terms pound rails, and where rivers are to proposed for the construction of the

Undeveloped Wealth.

In addition to the work the line accomplish for the Island it would prove very profitable for the C. The company must have observed that so late as 1910 Vancouver Island, rich, large and wealthy, situcific coast of the Dominion, had only all these years, with all we know of the wealth of Vancouver Island, there way mileage. Perhaps it is not surprising that in view of this some persons should look with suspicion upon here awaiting development.

knowledge of the wealth of the Island, make the Island railway part and partition that it has east of the Rocky with the Canadian Northern. Here we cel of the C.N.R. We must not lose mountains. sight of the great importance to the whole line of the ferry service to be installed. It must be gratifying not only to the Island but to the whole province that the government has been able to secure such exceptional and splendid provision with regard to a to workmen and laborers engaged in discovered that it is easily possible to provide such a ferry, notwithstanding

many prophecies that have been made. Many persons must have been disappointed when the contract was brought down and they found that the government had done what these prophets had said could not be done. Many persons had hoped that the government would fail in securing adequate connection with the Mainland but the government had been successful. When the time arrived for the inauguration of the ferry service it will be found to be equally creditable to the company and to the country, and will meet the most exacting tastes and requirements. We have heard it said by those who professed to have made a study of the whole question that the government might secure the building of the road from the Yellowhead to Vancouver, but tion of the line upon Vancouver Island. We are very glad to disappoint these of an honest and adequate wage.

will not only build to Barkley Sound. but will go on and extend the road to to the advantage of the coast merthe north end of Vancouver Island, chants in particular, This rich and promising section of the provision is given for the purprovince will then become one of the chase of supplies in British Columbia. most valuable and remunerative sec- Millions of dollars of supplies must tions of the entire system.

that this contract will lead to further should at once prove a boon to the The route of the C.N.R. main line is so laid out as to lend itself to the construction of lines into the Koot- for carrying on his trade in this counenay, the Okanagan and the Nicola. try and being a taxpayer of the prov-We have framed the contract with a ince. There is nothing un-Canadian view to such further development. in this; nothing reflecting on the eastto these districts the competition we the province. Then there is a section are now securing to the districts along relating to sub-contracts, so that the main line.

What will follow? The history of tractors may apply to sub-contractors man illustrates activity on the part as well. of other railways like that which has every one of these transcontinental which shall be in the form usually

railways.

against the C.P.R. or the Grand Trunk | the provinces of Alberta, Saskatchebelieve that through the introduction be drawn up immediately the bill is of the Canadian Northern railway in- assented to, and so soon as completed, pany will furnish to the government to this province-with the control of securities are issued, the money is security for the construction and inate at the boundary of the province; freight and passenger rates in the raised and the work is undertaken. province generally that it will place work must commence by that date. government; such security to be by ernment will have the right to deal superior to any contract heretofore made travel within the reach and financial This amply justifies me in assuring the bond or by the deposit of securities, or with all traffic, whather local or between the people and any railway cortravel within the reach and financial

ability of the whole Janadian people. over some of the good people of the this bill becomes law. thriving city of Prince Rupert wired

northern parts of the province. of Prince Rupert. I think that the people of Prince Rupert may take the preparations of Messrs. Mackenzie and

Equipment of the Line. Now we come to the question of pro be crossed the bridges will all be of it been competent for the province to cess has been achieved under the

ties that have been referred to with was first constructed across the convery considerable tendencies toward evaggeration. They were aware also that the different sections to be opened that the different sections to be opened that the different sections to be opened to the province of Manitoba but for the province of Manitoba bu You will observe that the equipment

provided must be the equal of that of any other road in America. I was talking the other day with a gentleman is still this almost infinitesimal rall- of the C.P.R. That was a very great way equal to that given on the lines railway. It must be remembered in this connection that this road east of what they are told of the resources the mountains has been compelled to were eager to close this part of the It is remarkable that this road has R. was building had we the provision contract. They did not hesitate to given to the people the accommoda-

Labor and Wages

Now we come to the question of labor and wages. Under this agreement the wages to be paid for labor shall be such as may be currently papable ferry to the Mainland. The C.N.R. has similar occupation in the districts in which the lines of the Canadian North-

cific railway contract there was much | contract. So that it is made absolute under this bill there is ample protect way authorities themselves. tion for the payment of a fair wage to workmen. This government will see that this section of this contract is lived up to, and it will not tolerate any abuse that would deprive a workman

Provision is made in this bill in re-I hope and believe that the C.N.R. gard to the purchase of supplies by the railway-a provision that will redound

be purchased on the Mainland and It is not only on Vancouver Island Vancouver Island, and this provision construction than that now specified. merchants of the Coast cities and on

. Date of Completion. heen witnessed there, and activity in Then there are the dates set for the railway construction that will bring execution of the work. In connection wonderful development to British Co- with these securities it will be neceslumbia, and that will amply repay sary that a trust deed shall issue adopted by the Dominion government, and one that I take it is well known to Because this government has brought hon. gentlemen who have looked up in an agreement to extend the Canadian Northern railway through Brit- adian Northern Railway Company and ish Columbia it does not follow that the Federal government, or between this government has a word to say that company and representatives of Pacific-we say let them all come. We wan and Manitoba. That contract will

House, that in the neighborhood of otherwise, as may be agreed upon." through. It will thus be in a position poration in any part of the Dominion of previnces give us a right to expect In passing from this phase of the explanation I am offering to-day, I toria and other parts of British Columbia you may expect to see control the election campaign was about half the election campaign was about half the election start within ninety days after this line. As we look over other agreements the struction start within ninety days after this line. As we look over other agreements to give the amplest protection to the pany that they shall come through, we say in our western vernacular, with this line. As we look over other agreements to give the amplest protection to the pany that they shall come through. You can see that we have been dili-

me for what information I might have as to a possible extension of the Canas to a pos as to a possible extension of the variable of the prossible of the energetic citizens of the energy of the energetic citizens of the energy of t of that community to selze every opportunity that would tend to increase build less than ten per cent. in one we may have an assurance for the peothe growth and prosperity of that northern city. I was, however, not in a position to make a statement in regard to the plans of the Canadian Sard to the plans of the Canadian Northern relively in respect to pro-Northern railway in respect to pro-jected extensions of their line to the

horthern parts of the province.

But I have it from Mr. Mann himself firty miles in the first year, seventy-paigh this formed a constant text of dollar is to be expended from the prosome hundreds of thousands of dollars in connection with the develop- Sound line the minimum is to be ment of mining properties in that rich twenty miles in each year, and both would be charged? it was constantly mining section of the province in the lines shall be completed by July 1st, asked. From Vancouver especially vicinity of the head of Portland canal. 1914. So we propose in fairness to this criticism presented itself, where by but that before six months have gone Vancouver Island to compel the Vicby he will have in operation in that toria and Barkley Sound road to propeople, a very small section I am glad district a considerable mileage of railto say, who freely predicted that our way; and this development will all land line, insomuch as both are parts

Work Shops in Victoria Then I cass to the provision for the establishment of work shops and roundhouses in Victoria. In order to do justice to this city and to remove any doubts as to the location of these able to dissipate once and for all the criticism to which I have just referred.

as an earnest of the intention of the shops, the executive council insisted on the location being fixed. We felt that Victoria was a proper place for these shops to be, and insisted that they be located there.

Joint Bridges.

up are rich in wonderful timber and and Edmonton was such as to pass the structed along with the single deck of in great mineral wealth.

and Edmonton was such as to pass the structed along with the single deck of canada is my very much respected. believe, of the department of railways what a great and beneficent public friend, Mr. Roblin, a great man, a big of Ottawa. You shall have everything work this would have been to that sec- man, a great Canadian. We know how In the way of construction on this line that can be reasonably expected.

tion of British Columbia, because presented that can be reasonably expected.

signally successful he has been in his sently that great development of the dealings with the railways and the matter of very few months, perhaps, who had travelled over the line of the when this government will have to pro- ince and for the people of Canada. Canadian Northern railway from Win- vide for the construction of a traffic some seventy odd miles of railway. In nipeg to Brandon, and he told me that bridge across the Pitt river—will mean the adequacy of the Manitoba arrangethe service on that road was in every that you will have to look for the provender to supply a population in Van- ment embodied in this bill is found even couver of two, three, even five milcompliment to the Canadian Northern lion people, as well as a population ple of this province than the people will be essential in the public interest operate with financial aid that was in- that you shall have an efficient traffic Mackenzie and Mann, with their finitisimal as compared with that enjoyed by the C.P.R. when it was built. might have been built when the C. P.

provide that where it is fitting for the province to join we shall join with traffic deck, saving the country much wealth and convenience.

ern are being constructed. You have Canadian Northern Pacific shall covenhere the direct assurance that the ant and undertake with the government workmen who undertake to work on to accept the terms, covenants and the Canadian Northern railway will conditions of this contract and to conday's work.

In the case of the Grand Trunk Paand perform the several things in accordance with the conditions of the also of true competition that must and ers.

speculation as to what could be de- ly clear to the layman, the man who pended upon as regards the payment perhaps has no knowledge of these of wages-and I am sure that the hon- documents that the Canadian Northern orable member for Nanaimo will be Pacific Company, a bill for the incorcareful in this case to point out anyporation of which will presently be guarantor, but continuous, in perpetthing that he does not consider will moved for second reading, undertakes adequately provide for the welfare of word by word and obligation by oblithe workmen to be employed on this gation what herein has been underrailway. I wish to assure him that taken by the Canadian Northern rail-

Indemnity Clause. Then in paragraph "L" there is a my opinion means a great deal for that is an indemnity by the Canadian Northern Railway Company against the loss of British Columbia, of anything by reason of its entering into this ontract. This is novel, so far as we can find out, in any agreement between a further protection to the people British Columbia, and as this road is to clause was more than justifiable. So it House this clause, this protection which thing that may occur.

What does the indemnity bond of the people of this province through this may be answered by a glance at the

Northern and for a few moments I will appeal to the railway commiss

Faragraph reads: "The Northern Dominion. Company agrees that the Pacific Com-

ments that have been made with this provinces. It will give our business company we find the absence of any men the same right to participate in we may have an assurance for the people of British Columbia that the road Control of Rates.

criticism. What control could the government exercise over the rates that of the Canadian Pacific and Great Northern railways a general feeling had been not unnaturally developed that before British Columbia should consent to endorse these proposals, which amounted really to the endorscompetition which would give the provace lower rates. And that is precisely what we have here. On the day of the election I said that British Celumbia would be given the same control over the rates to be charged by the Canadian Northern as had been ar-ranged for and was exercised by occasion to pass over a line where in this bill is much wider, it goes much couver. And they were not by any Canadian Northern rallway on its line, there are large steel bridges that if it further than the people of Manitoba government shall make to the railway, north bank of the Fraser-often elo- railway situation in Manitoba, and we quently referred to by my good friend desire to give him all honor and all from Dewdney (Mr. Manson) as but a credit for the fine things he has undoubtedly accomplished for his prov I do not for one moment challenge

> ment but I do say that in more adequate protection for the peoproportionately as large in New West- of Manitoba received under their agreeshould feel itself in any way unjustly G. T. P., come back and ask the legisdealt with, to appeal from our decision lature for large additional loans. in rate matters-to a court which is a I am quite satisfied that the honorlocal court, the personnel of which it able gentlemen opposite will readily is provided shall be selected by the realize that this provision is necessary lieutenant-governor in council. We do to the consummation of a bargain of the company and build a vehicular steel not propose to be unfair or unreason- this kind. I consider that it is right able in our dealings with the railway that the government should come bemoney and giving a convenience to the company. It is to the interest of the fore this House now and fully explain district round about, which may well government and to the people and the this provision and not come three or mean much to the settler in point of as it is to the interest of the railway. We propose that this is the last word in Paragraph "K" sets forth that the company that this road shall be a com- regard to financial aid, and so have we must have control of the rates that will not cost the people one cent and shall be charged to the people of this cannot help but return to them four province, and we have here abundant per cent. interest on their money in-

expect in forty years will require further provincial aid, we have at the same time arranged that with regard to this road, the people of British Co ery important undertaking, one that the rates. In this connection, sir, we the province of British Columbia, and tory will repeat itself, and that the material blessings that have accrued to the province and the people of Manitoba through competition will have their counterpart in this province and be enjoyed by the people of British Cocan find out, in any agreement any of the provinces and the Canadian any of the provinces and the Canadian that this government will be able interest usu other acts. charged on the Canadian Northern tobring about corresponding decreases in be built and built soon, this indemnity the tariffs of all other transcontinental lines seeking the business of this provs that we are able to present to the ince. And, sir, what a boon this must prove to the people of British Columsaves us barmless by reason of any- bia. What material progress and prosperity is brought within sight of the

a resident merchant has a right to exisfactory progress, the government will be open to make arrangements giving of British Columbia and a resident of less talk about the ability of the comto these districts the competition we the province of the pro less talk about the ability of the com-pany to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to build a road and when built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway agrees that it is not to apply the company to built railway ag to operate it in an efficient manner. to be declared a road for the general everything relating to supplies to con- I have at some pains gone into the advantage of Canada. And, secondly financial standing of the Canadian the company agrees that it will not deal with it. There can be absolutely against any rates fixed by the governno question, first, about the soundness ment and that if anyone else does so i financially of the Canadian Northern will tell the commission that the rates and, second, as to its ability both as are satisfactory to it. This contract to the point of view of construction and is a complete answer to the critics who operation, as well as to carry on its said that we could never get control work and carry it on successfully. | of rates. I hope I shall not be disap-Then, Mr. Speaker, there is a pro- pointed in hearing from the opposition vision that aided lines shall not be some word of commendation of the sold without the sanction of the prov- government which has been successful ince, of the people of British Columbia, in removing a burden without prece-which secures every dollar that this dent in the history of Canada, one province may have invested in that that will do more than any bargain heretofore made by any province in the

> Applies to Through Traffic This control of rates does not term equipment of the aided lines, in ac- it is not confined to local traffic. It

have aimed at and that we have succceded in doing.

The agreement proceeds to specify will be completed in the time specified. legal safeguards as to the guarantee of bonds, and the terms of the trust deed and the securities, and then goes We now come to the very important on to deal with the disposal of the matter of the control of rates, and with money received from the sale of the ceeds of the bonds that is not amply justified. For every dollar paid out there must be a certificate from our own engineer that the expenditure is right and proper. Here is security to note for forty million dollars, there only one-fourth of the road completed. Should be substantial guarantee of that Under these provisions the proceeds of the bonds we guarantee must be adequate for the completion of the entire be paid out by the minister of finance must be accounted for in the way just this will be ample protection to the people of British Columbia.

if such a loan should be required, dur-tinued: built. We want to make it absolutely made that should the earnings of the company during the first three years of operation of the road be insufficient to pay the operating expenses and ingovernment shall make a loan to meet vanced shall be repayable to the province at the maturity of the guaranteed securities and it shall bear interest at the rate of four per cent. per annum. The government proposes if necessary to advance three yearly payments minster. As a natural consequence it ment. In our agreement it is provided of \$840,000, bearing interest at 4 per trol of the rates to be established, with operation. It is not proposed to do as opportunity for the company, if it the Canadian government did with the

province stands in the position of way. This section amply explains itental system, which we hope and fully way may take from crown lands in connection with the construction of the road; there is also provision for the conveying to the railway of free right way and free grounds for stations lumbia will for all time have control of where such right of way or stations shall lie on crown lands. These covhave every reason to believe that his- enants are similar to other government covenants with other railways.

As to Townsites. Then there is the section referring to townsites. It will be noticed by reference to the bill that the government interest usual under the terms of the

Now in regard to the use of the New Westminster bridge over the Fraser river. This structure is owned by the province of British Columbia and it and new activity to those provinces. takes a considerable sum of money to operate it. The Canadian Northern railway, for the use of that bridge, will have to pay the same amount an-Canadian Northern amount to? That power of adjustment of tariffs, this Great Northern railway. So therefore nually to the government as does the we may hope to have in four years, in addition to the \$20,000 paid annually by the Great Northern, the sum of \$20,-

ern; and in addition to that I expect that before four years have gone by we shall be securing another \$20,000 per annum from the Northern Pacific rail way also-and that will add a nice balance to the treasury. Then, Mr. Speaker, provision follows for the guarantee of securities, though it is provided that in event of failure to com-plete the road within the specified time on account of strikes or other causes n

in control of the railway company, the time may be extended by the Lieutenant Governor in council. Provision is also made for granting running rights over the line subject to the control of the Lieuten-ant-Governor in council and to the pro-visions of the B. C. General Railway Act. legislation which forms the basis of the Canadian Northern contract which w are introducing to the House at this time and I am confident that, though hon, gen tlemen opposite are bound to criticize and find fault, we have succeeded in giving hands of the government—that there is provision that the work need not commence before July 1st, 1910, and passengers rates throughout the large is provision that the work need not commence before July 1st, 1910, ment, in the sum of five hundred thousand passengers rates throughout the large is provision that there is specific provision that and dollars, to the satisfaction of the large extends to traffic originating outside of British Columbia or destined to points outside of British Columbia. The government—that there is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia. The government is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia. The government is provision that there is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia. The government is provision that there is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia. The government is provision that there is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia. The government is provision that the work need not confidence with the terms of this agree extends to traffic originating outside of British Columbia.

Effect on Credit. Now, sir, I have just a few more words and I have, done. I would like to refer, however, briefly to the remark that my friend from Nanaimo made yesterday in connection with the financial effect of this agreement on the credit of the country on the issuance of the railway bonds It would almost appear from what he said that he was fearful lest the bargain might result in some prejudice to the province of British Columbia. Now let me read as an authority what Mr. Byron E. Walker, president of the Canadiah Bank of Commerce, and one of the leading financiers, not only in Canada, but in the British Empire, has to say in regard to this.

this.

The Bremler then read a statement from an interview with Mr. Walker in Toronto the credit of a country, and he had re-Continuing, he said:

the people of British Columbia that to the effect on the money market of the provincial interior. The such a policy as this, and while I have breakdown in these operations. Of every regard for my friend from Nanaimo every regard for my friend from Nanaimo Nicola and the Similkameen. That is what Mr. Walker has to say as taking such security. It is conceivable that unless we had some provision of the sort the company might expend ation by the province of the company's note for forty million dollars, there should be substantial guarantee of that ously that of the member for Nanaimo. tination at Nelson or any other the district to more directly benef inauguration of this new rallway Besides that we have the financial records of other provinces that have dealt system to be aided. Every dollar to with this corporation. Let us look at the To secure this work it was prop province of Manitoba. I have here a message that will show the value of their referred to. I am quite satisfied that securities since that road was built in the company Manitoba.

the Hon. Colin Campbell, attorney-general Last Word in Regard to Aid.

Section 10 of the agreement refers to the loan which it is proposed that this

Of Manitoba, showing that the bonds of the province had risen from 93 in 1900 to the loan which it is proposed that this building by the Kettle Rive

1909 they sold at par. Mr. McBride con-

were far and above par, should not be con-sidered on the same plane as British Colimbia, because we have our crown lands the government, instead of serving to aken British Columbia's credit, will readily act as a great strengthening our standing in the commercial world.

the Canadian Northern railway will conditions of this contract and to conreceive a fair day's wage for a fair struct the works, make the payments
day's work.

Now, sir, in conclusion, I think we in vince the company should produce
this province may justly claim that the dence that all these old bills had
any exhorbitant rates, and a guarantee
accustomed to receive from the bankwork for which we propose to claim the fully discharged. The expenditure is will satisfy the most exacting.

And we have made this control not terminable with the maturity of the obligations in regard to which the province stands in the position of guarantor, but continuous, in perpetuity, so that wille we have launched with the resilvance of the operation of the railway, so that wille we have launched with the resilvance of the operation of the railway as to the time.

In the next following section there is call work, but rather, sir, it is a federal work, it is a national work; aye, an Imperial work. I read not long since an opinion advanced by the Prime Minister of Canada on a great national question that some things had not come from the districts in which operations was adjourned by Mr. self. Then follow the government covernants with the railway as to the timber, gravel and earth which the railflag very efficiently and well in the effort that she was making to bring about the completion of another transcontinental toilet soap, if you mention this paper. highway. The work this government has undertaken in bringing the Canadian Northern to the Coast will be in all its incidence an Imperial work.

> truction in the way of works in opera tion. If the history of the western pro-vinces where the Canadian Northern is operating is to be taken seriously we have record that wherever the Canadian rthern has come there has been an in secures a one-third interest in all vasion of new blood, commercial rivalry townsites as against the one-quarter and competition that has lent in great measure to the upbuilding of the cor munity, to the erection of grain elevator and sawmills and kindred industries brought about directly through the opera tion of the Canadian Northern; that its May we not expect the same to occur

British Columbia, in part from the direct operation of the road and in part to the fact that it must bring along new people and new industries, and the inf which appear to have followed in other

olumbia through the co through the com On the conclusion of ringing cheers for him the debate until this after Kettle Valley Aid.

the Premier asked the indulge House to bring forward for se-ing the bill in respect to aid to Bayer Valley railroad, which plained, was practically in the an interview with Mr. Walker in Toronto in which that gentleman was asked whether he thought the guaranteeing of railway bends had any harmful effect on had not been implemented by and anticipated construction of the Midway broad some sessions ago, which railway bends had any harmful effect on had not been implemented by and anticipated construction of the Midway to the Midway plied no, as long as they confined them- in question. This bill provid selves to assisting good railways and were construction of 260 miles of not led away by any wild cat schemes.

The Premier then read a statement from

means uninformed as to the conditions between Edmonton and Winnipeg. This prevailing here, and, already possessing some knowledge of Vancouver Island, they were quite ready to employ the C.P.R. when that sing some knowledge of Vancouver Island, they were quite ready to employ the conditions of the province of Manitoba, if such a loan should be required, during the first three years of the operation on its lines in the government of that province with standard is vastly superior to that could foin the corporation so that a possessed by the C.P.R. when that foint structure could be put up great the Canadian Northern. Not that I despect that the province of Manitoba, if such a loan should be required, during the first three years of the operation is lined:

So here in the province of Manitoba, if such a loan should be required, during the first three years of the operation on its lines in the first three years of the operation on its lines in the government of that province with ing the first three years of the operation of the canadian Northern. Not that I despect the province with ing the first three years of the operation of the canadian Northern Railway Company for approximately \$26,000,000, you need to be granted it as three are largest than the province of Manitoba, if such a loan should be required, during the first three years of the operation of the could foin the corporation so that a such that the province of Manitoba, ing the first three years of the operation of the could foin the could foin the corporation of the province with the government of that province with t good would be accomplished for the sire for one moment to discredit the must be admitted that the \$21,000,000 pany for approximately \$26,000,000, you country at large? Take the bridge accomplishment of that government proposed to be granted is a sum entireacross the Fraser at Lytton. Why, had for we well know what wonderful sucley in adequate to build these lines; in vince, in regard to its four per cent. bonds, across the Fraser at Lytton. Why, had for we well know what wonderful sucit been competent for the province to cess has been achieved under the railaddition a large sum will be required increased from 97 in 1904 to par in 1909. other portions of the system. They were aware of the configuration of our were aware of the configuration of our construction will be infinitely superior to that required when the C.P.R.

They steel and generally all equipment and join the railway comform to the railway comfort way policy of my good friend. Mr. Robior to that required when the C.P.R.

They steel and generally all equipment and join the railway comfort way policy of my good friend. Mr. Robior to that required when the C.P.R.

They steel and generally all equipment and join the railway comfort way policy of my good friend. Mr. Robior to that required when the C.P.R.

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They steel and generally all equipment and join the railway comfort way policy of my good friend. Mr. Robior to that required when the C.P.R.

They steel and generally all equipment and join the railway comfort way policy of my good friend. Mr. Robior to that required when the C.P.R.

They steel and generally all equipment and join the railway comfort way policy of my good friend. Mr. Robior to that required when the completion of the lines.

They are the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my good friend. Mr. Robior to the railway comfort way policy of my go perfectly safe as long as it guarantees only the bonds of first-class companies. Mr. Hawthornthwaite—I would remind uable asset placed in jeopardy for one the Hon. Premier that the Finance Minissingle moment after the railway is ter in his speech on the budget a few days safe and secure to the company that points while British Columbia securities safe and secure to the company that for the first three years after the road is built it may not be harassed in a There must be some reason that can be given is that the only reason that can be given is that the only reason that can be given is that the only reason that can be given is that the only reason that can be given is that the only reason that can be given is that the only reason that can be given is that the people of British Countries. the government must have parted with, or at least hypothecated, the revenues and natural resources of the province. That is the only reason there can be for the fall in stocks or consols. With regard to the statements of Mr. Walker, I can quite understand his position, involved as he is with the financial and capitalistic institutions with the financial and capitalistic institution. tions of the country. He could hardly have said otherwise. With regard to the Premier's remarks about ourselves, it seems to be that there can be no persons meet the imposition of interest un subsidy. Almost 50 per cent of better fitted to discuss these questions than men versed in political economy, who have studied these matters from

heir foundations.

Advantages to Come.

Hon. Mr. McBride—We have the records here and I was bound to observe, when the hon. gentleman interrupted me, that this bill would not be felt at all prejudicially by British Columbia.

In addition to the benefits that he had conflined as accruing from the constructions and the second secon outlined as accruing from the tion of this road, he was glad opportunity was afforded the gov in those arrangements to assist in sec as an asset, where none of those provinces the Okanagan Construction has a single acre of crown land. If time had undertaken to build the had undertaken to build the Midway would permit of further reference to this vernon road, and whose e aspect of the case I am quite sure I could direction had signally falled convince even my friend from Nanalmo in the conclusion we on this side of the House have come to, that the action of merchants had also suffered the Now, sir, in conclusion, 1 think we in

And what more, sir, may we not expect o see following in the wake of this con-

prophet would anticipate in

Although six o'clock had been the Premier asked the indulgen

inster and be carried di

amount of \$5,000 in the inscribed

standard gauge railway conne

area, and opportunity would be afford for the augmentation of sett

very large volume of business t

neighboring state-of Washington

bia living on the Coast and those reside in the interior of the province.

The Premier proceeded to explain the

taxable, while that portion to which n

would at once begin to make return taxation; that was, the 150 miles would

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free a cake of their famous Planton

taxed at the rate of \$90 per mile n

the portion of the line which

would be exempt for a per

subsidy, almost 50 per cent

which had gone heretofore

cities of the British Col

so that with this aid

VOLUME 38.

MAKES REP asin Was Emptied gineer Advises

in Asphalt—

(From Monday's Dail at to-night's meeting cil present his eagerly-a on the condition of t reservoir and the cost me so as to make i aturday the big basin v ford an opportunity fo o make an inspection nd he went over the at from previous in found to be substantia this latest investigatio is understood that I servoir, and that i cost of effecting repair ve. He will report the walls and floor v treated with asp s be coated with asp sides. The cost of t the neighborhood of \$ ile some members before authorizing one, may be in favor rt from the new city bout being appointe tive that the job be e the new city engi the reservoir should

RECOGNITION ACT OF HER

her there is not a me

MEN KILLED AT ROG PASS ARE EUL

egislature Votes S With the Bereavedernment Assistar

Legislative Press Ga

h the bereaved was ad forces in the Koote assisting, by instruction

ier McBride, on the ceipt of a message ter at Roger's Pass en and Revelstoke t nce they could in and searching for lead. A dispatch fr velstoke, informed that 64 had been of whom were whit

n behalf of the I Columbia I would l d our sympathy ose who lost thei eep clear the trac s to pass through travelled throug something of tain railroading, some idea of incurred in the tracks. We ki they respond to ence will be ran heroic acts of hey do for the p

Hawthornthwai he premier in hi oped the gove relief, legislative Brewster (Al with satisfaction had taken such ernment agents ed in any way r work was ne . The accident was one and called for e legislature. Mr. Brew step should be taken to prevent those v dependent suffering he vote of sympathy animously, and the Spe

draft a suitable resolu WEATHER IS M

Calgary, March 4. e caused contractors various excavations fe ut to be erected. The theity in the building tr icts farmers are al



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