

large enterprises should in this instance be furnished for the protection of the British Columbia coast cities, but they have explicitly stated that they do not want them. They are willing to trust the business interests of Vancouver and New Westminster to the good will of President James J. Hill of the Great Northern Railway. In the meeting of the Railway Committee it was left to representatives of other provinces to seek protection for British Columbia, and the efforts which were thus made were defeated with the assistance of the men to whom we have entrusted our business.

Mr. David Henderson, the member for Halton—

Some hon. MEMBERS. Oh, oh.

Mr. HENDERSON. Yes.

An hon. MEMBER. Who is he?

Mr. HENDERSON. I am glad I did it. I have no reason to go back on anything I did. I will begin the sentence again:

Mr. David Henderson, the member for Halton, assumed in the Railway Committee a position identical with that adopted by the 'Province' in regard to this road. No one, he said, was opposed to the Vancouver, Victoria and Eastern if its intentions were to build from Vancouver through the Similkameen valley. If the company was sincere, though in its professions before the committee, let it accept an amendment which would guarantee the building of the western section of the proposed line. He proposed accordingly, that the powers conferred by clause No. 3, should not be made use of until the Vancouver, Victoria and Eastern constructs its main line east from Vancouver, in Canadian territory, to Princeton, or some other point in the Similkameen east of the Hope Mountains, to be approved by the Governor in Council.

What could be fairer than this proposal? It was only asking for a guarantee that the Great Northern would carry out the undertaking which Mr. Duncan Ross says it is the intention of the company to complete. If President Hill really proposes to establish his western terminal in British Columbia, why should he object to furnish a reasonable guarantee of his bona fides? In any case, that the members for Vancouver and New Westminster declined to demand proper security from the Great Northern that it will build direct to a British Columbia port, makes them responsible to the people here should President Hill construct his line to Everett or Seattle. For it is owing to them that the Bill contains no provision which protects this province. The vote even of one of them would have secured the adoption of Mr. Henderson's amendment.

Mr. Duncan Ross assured the committee that construction would be under way from Cloverdale west toward the Hope Mountains in two months time. If so why should President Hill refuse to bind himself in a perfectly reasonable and business-like manner to do that which the country requires, and which he has no intention of evading? Does not his refusal to be bound give reasonable cause for suspicion?

Is this not the way in which Mr. Macpherson and Mr. Kennedy should have looked at the matter? That they did not so look at it; that they showed a willing and complete compliance with every wish of the promoters of the Bill and made no effort whatever to protect the people they represent would seem to indicate that their senses had been stilled by exceedingly

Mr. HENDERSON.

powerful arguments on the part of those who held the brief for Mr. Hill's road. It is to be hoped that they will be able to give the people here some better reasons for their conduct than has been received by the 'Telegraph.' We fear however, they will not; and we fear even more that our predictions that President Hill will not build direct to a British Columbia port will be realized. If it is, Mr. Macpherson and Mr. Kennedy will be called to a very severe accounting by the people they have been elected to represent.

Now, where would we get stronger approval of the course we have pursued in regard to this Bill?

Some hon. MEMBERS. Oh, oh.

Mr. HENDERSON. Hon. gentlemen laugh. They can laugh here but possibly when they go back to British Columbia the laugh may be on the other side. The people of British Columbia will have something to say to them on their return as I read in this article. This is from a British Columbia source and gives the sentiment of the people of British Columbia. Any man can understand who has any knowledge of British Columbia at all that every statement contained in that article is reasonable, fair and correct, and just the view that the people of British Columbia would be likely to take on a question of this kind. Now, an hon. gentleman says that certain stock in this paper is held by a railway company. Well, here is another newspaper. I wonder if its stock is held by another railway company.

Mr. D. ROSS. Is it the Nelson 'Tribune'?

Mr. HENDERSON. No, I am sorry to say it is not. Are there any quotations from the Nelson 'Tribune'?

Mr. D. ROSS. Yes, there are.

Mr. HENDERSON. I believe I have some in my desk. I will read some if the hon. gentleman wants to get further sentiment, but I rather think that when I read an article from the Rossland 'Miner' the hon. gentlemen will not require anything from the Nelson 'Tribune.' This paper is published in the heart of the mining district where they know all about these divergences to the south and the effect they will have on the trade of British Columbia. Here is a newspaper representing the mining people.

Mr. D. ROSS. Is the hon. gentleman aware of the fact that the Rossland 'Miner' is owned by the War Eagle Company which recently entered into an amalgamation with the Canadian Pacific Railway?

Mr. HENDERSON. Well, I may tell the hon. gentleman, if it is any advantage to him, that I am not aware whether the stock of this company is held by the War Eagle or any other eagle. I made no inquiry, when I saw this article which appears to be penned in the interest of British Columbia. If the hon. gentleman knows who are the holders of stock in this newspaper he ought to let