

scene of operations. This bargain is an exceptionally favorable one, especially when we remember that in addition a public wagon road 150 miles long is to be built by the company. As a business arrangement the plan agreed upon will stand the closest scrutiny.

A PEOPLE'S POLICY.

The great majority of the people of British Columbia, without regard to locality or political sympathy, will endorse the whole policy which finds expression in the Loan bill. Those residents of Kootenay, who are said to be hostile to that portion of the measure which provides for the railway to the Yukon, will surely see that the plan submitted to the house is one to which they cannot refuse their support. Surely the people of that favored portion of British Columbia will not be so utterly sectional as to expect their representatives to withhold their sanction from this measure as an entirety. Is there a shadow of doubt that, if such a plan, as that for the Yukon railway, were proposed for a line in any part of Kootenay, every voter in that part of the country would hold up both hands for it? Would they not say at once that all the province is asked to do in effect is to borrow the money and let the railway pay the interest and sinking fund? Will the people of the Lower Fraser justify their representatives in blocking projects that will open to the farmers of British Columbia the best markets in America? We do not believe they will, any more than the people of the Coast cities would support their representatives in such a course. The measure is in the hands of the house. We look for its passage by a good majority, but would be more than gratified to chronicle that it had met with unanimous support. Some days ago the Colonist appealed to Mr. Semlin, as leader of the opposition, to throw partizanship to the winds for the occasion and join hands with the government in carrying through this great measure. He will resume the debate on Monday, and he has the political opportunity of his life. He can rise at one step to as high a pedestal as ever was occupied by the leader of a provincial opposition in Canada, by closing his speech with seconding the Premier's motion for the second reading of the bill. He would lose nothing, but on the contrary would gain immensely by such a course. It would be a fitting culmination to his political record. Next Monday will be the beginning of the last week of the last session of the present parliament of British Columbia. Let it be the beginning of a new era in the history of our imperial province. Let the representatives of the people show the

world that, differ as they may on political issues, they are as one on the great question of provincial development, one in their faith in the resources of British Columbia, one in their determination that the golden opportunity at hand shall not slip by unimproved. Let both sides of the house proclaim as with one voice: Advance, British Columbia!

THE PREMIER'S SPEECH.

Proceeding to move the second reading of the bill Hon. Mr. Turner said: Mr. Speaker, as has already been stated frequently this is a most important bill—one of the most important that has been brought into the house this session, although there have been so many important bills before us this session looking to the development of British Columbia that I find it difficult to say which is the most important of the number. Still it cannot be doubted that this bill takes its place as the most important measure to be placed before the house for consideration. Owing to the fact that the present rules of the house do not make it necessary to reproduce the sections which are to be amended the bill is perhaps on the face of it a little misleading to the general public without an explanation. It might seem at first sight as if it is proposed by this bill to borrow \$5,000,000; but as a fact it is only to give power to borrow \$2,500,000 more than has already been authorized by the bill which was passed by the legislature last session and which the present bill proposes to amend. In the bill which passed the house last year several very important lines which again appear in this present bill are provided for. Those roads are the one from Pentiction to Boundary creek, the road from the coast to Pentiction, and the road from Bute inlet to Quesnelle, or 560 miles in all. Now it is proposed to raise \$2,500,000 more for the purpose of aiding in the construction of 480 miles more of railways. The most important part of this is that intended to assist in building a railway from some point on the coast of the province to Teslin lake. That section of the province has been so very prominently before the public for the past year that it is almost unnecessary for me to advert to it, but from the opinions of those best qualified to know and from the information set out in the public press the general feeling among the people of the province is that for the development of British Columbia it is absolutely necessary to have that extreme northern portion of the province opened up by means of railways.

A BOLD, PROGRESSIVE POLICY.

It was by a bold, progressive policy of aiding railways that has had the de-