

ed, that the work cannot be proceeded with without the employment of such aliens."

Mr. Curtis moved the adjournment of the debate and the House rose.

Victoria, April 24th.

Mr. Curtis, the leader of the new party in the House, inaugurated his regime very auspiciously to-day. The only effort which his difference with some of his colleagues seemed to have upon him was to render him, if possible, a little more active than usual in the public interest. He managed to carry the House with him, took on a motion shutting aliens out of work on the construction of the railways seeking charters from the House at the present time, notwithstanding that every member of the executive opposed his proposition.

During the afternoon Mr. Curtis attempted to define his new relationship in the House, but he was debarré from doing so. Had he been allowed to proceed it is very likely that an amendment of considerable interest would have been forthcoming.

Mr. Curtis managed also to have his views on the varying attitude of the government to the different railways seeking incorporation from the legislature placed clearly before the House.

The Crow's Nest Southern Railway Bill passed its third and final reading at the night session, and G. G. S. Lindsay, K. C., who has watched over it carefully for weeks, was congratulated heartily on the outcome.

The Victoria District Telephone Company's Bill evoked a long discussion in committee, progress being reported.

#### AFTERNOON SESSION.

Prayers were read by Rev. W. H. Barraclough, B. A.

#### Petitions.

Mr. Curtis presented a petition from the new manager of Boundary with regard to the Explosive Storage Act.

#### New Bills.

Mr. Ellison introduced a bill amending the Fence Act. It was read a first time. Mr. Gilmore's bill amending the Master and Servant Amendment Act, 1890, also received its first reading.

#### Questions.

Mr. Tatlow asked the Chief Commissioner of Lands and Works: Is it the intention of the government to extend the system of small holdings in Burnaby and South Vancouver during the present year?

Hon. Mr. Wells replied: "Yes; if upon examination it is found that available lands are suitable for that purpose."

Capt. Tatlow also asked the Chief Commissioner of Lands and Works the following question: What amount has been expended up to the present time on the following works: Barnet-Hastings road? Reformatory site?

Hon. Mr. Wells replied as follows: "Barnet-Hastings road, \$1,981.75; reformatory site, \$1,408.22."

Mr. McInnes asked the Chief Commissioner of Lands and Works the following question: Have any "fence-viewers" been appointed for Cowichan district? If so, who are they?

Hon. Mr. Wells replied as follows: "Yes; G. Bartlett and W. I. Robertson for South Cowichan district; James Dougan and W. G. Manley for Shawang district."

Mr. Neill asked the Chief Commissioner of Lands and Works the following questions:

1. Does the Toronto and E. C. Lumber Co. hold any lease or leases of timber lands in the Alberni electoral district?

2. If so, what are (a) the number of such lease or leases? (b) the area of such lease or leases? (c) the annual rental of such lease or leases?

3. What is the total sum (if any) now due by the said company to the government of British Columbia on account of any timber leases held by them within the province, and situate outside of the Alberni electoral district, and inclusive of taxes, rents and interest chargeable on overdue rent?

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Hon. Mr. Wells replied as follows: "1, yes; 2, (a) 2; (b) 35,691 acres and 4,251 acres; (c) \$5,340.15 and \$425.10; 3, \$11,973.60; 4, \$18,829.50."

#### The Railway Question.

Mr. Curtis moved that the House do now adjourn to discuss some phases of the railway question.

The Speaker promptly ruled the motion out of order, and Mr. Curtis argued at some length the admissibility of the motion. He explained that he did not intend to discuss the main question, but to explain his position in the House, which was somewhat different to what it was yesterday, and he offered a resolution in this form so that other members in the House who wished to refer to his speech might do so.

The motion was ruled out of order.

#### Chilkat & Klithini Railway.

Mr. Curtis resumed the debate on the third reading of the Chilkat & Klithini Railway Bill, and offered the following amendments:

"1. The plans, specifications and conditions of any proposed contract for the construction of the railway shall be subject to the approval of the Lieutenant-Governor-in-Council; and that the contracts shall be submitted to public tender and competition under such conditions as the Lieutenant-Governor-in-Council shall approve; and no contract shall be awarded, or work or material thereunder accepted, without the like approval of the Lieutenant-Governor-in-Council; and no contract shall be entered into against the line of railway beyond the fair cost of same and its equipment."

Also to add a new section as follows: "That no alien shall be employed on the railway during construction, unless it is demonstrated to the satisfaction of the Lieutenant-Governor-in-Council that the work cannot be proceeded with without the employment of such aliens."

He pointed out that much more onerous conditions had been sought to be imposed by the government yesterday.

Hon. Mr. Turner said he would oppose such a section applying to railways receiving no subsidies.

Mr. Martin held that corporate existence and land were derived by all companies from the government. The government had acknowledged the justice of such provisions by the section they

had added to the bill yesterday, and to be consistent must accept this one.

Mr. Haywood urged that all these clauses into the General Railway Act.

Hon. Mr. Eberts held the provision unnecessary where ultimate acquirement by the government was not contemplated. He did not see why the government should pry into the affairs of every company in the country.

The motion to refer back to committee was lost on the following division: Ayes—Messrs. McInnes, Gilmore, Stables, Oliver, Hawthornthwaite, Neill, Brown, Martin, Curtis, Munro, Kidd and Haywood—12.

Nays—Messrs. Green, Houston, Hall, Helmecken, Turner, Dunsmuir, Eberts, A. W. Smith, Ellison, Clifford, Tatlow, Garton, Fulton, Prentice, Wells, McBride, Murphy, Rogers, Hunter, Taylor, Dickie and Mounce—22.

The promoter of the bill then introduced a section which in the opinion of Messrs. Martin and Eberts would be inserted in the bill as a new clause. He therefore withdrew it.

The words "from time to time" were inserted between "right" and "to" in the section added yesterday in "the Governor-in-Council rates." The bill as amended passed.

#### Lake Bennett Railway.

The Attorney-General's motion providing for security for the fixing of maximum rates, and for these conditions being obligatory on the company, notwithstanding Dominion legislation on the subject, was also inserted in the Lake Bennett Railway Company Bill, which was then passed.

#### Midway & Vernon.

The Midway & Vernon Railway Bill was amended by the addition of the Attorney-General's new section. Mr. Curtis moved an amendment providing that no aliens should be employed during construction, unless it was demonstrated to the satisfaction of the Governor-in-Council that the work could not be proceeded with without the employment of such aliens.

In offering the amendment Mr. Curtis said he was sure it would be adopted, as it appealed to the patriotism of all members.

Mr. Hunter opposed the section on two grounds. He held that the House could not pass anti-alien legislation, and more, there would not be enough laborers here to build the 900 miles of railway that was contemplated.

Mr. Helmecken strongly supported the resolution. It was desirable that this country should be built up by white British labor.

Mr. Rogers thought so too. There would be plenty of laborers here to build all the railways that would be constructed.

Mr. Oliver referred to the foreigners and undesirable people who had been brought in during the construction of the C. P. R. He wanted the labor to build this railway brought from Eastern Canada and Britain, and retained here instead of having the road constructed by Chinese, Japanese or "even niggers from San Francisco."

Hon. Mr. Eberts concurred in this view, but feared that the adoption of the section might result in its disallowance. Chinese and Japanese were already excluded by our own laws, and the power of dealing with other aliens lay with the Dominion.

Mr. Martin said if the section was ultra vires the bill need not be disallowed. It would simply be operative.

Mr. Gilmore wanted a test case made to find if the section was ultra vires. Mr. Curtis said if it was within our powers no harm could result, if it was beyond our powers the courts would decide it.

Why should one road be treated one way and another another way. It was well known that the Hon. Premier was connected with a railway which employed a class of laborers who above all others were recommended to white people. The government had admitted that this provision was right as applied to another road, and it would be a graceful thing for the government to accept the same course on roads on which the government was interested.

The motion of Mr. Curtis was carried as follows: Ayes—Messrs. McInnes, Gilmore, Stables, Oliver, Hawthornthwaite, Neill, Brown, Martin, Curtis, Munro, Kidd, Green, Houston, Hall, Helmecken, Tatlow, Garton, Fulton, Prentice, Wells, McBride, Murphy, Rogers, Hunter, Taylor, Dickie, Haywood and Mounce—24.

Nays—Messrs. Turner, Dunsmuir, Wells, Eberts, Prentice, McBride, A. W. Smith, Ellison, Clifford and Hunter—10.

The bill was then recommended by Mr. Neill in the chair for the purpose of inserting the new section.

Mr. Gilmore introduced an amendment to make the section applicable to the operation as well as to the construction of the road. He pointed out that this would involve dropping a whole train crew on crossing the boundary.

Hon. Mr. Eberts pointed out how inconvenient it would be, while in favor of the general principle.

Mr. Curtis held that there was a provision made for roads crossing the boundary in the section, permitting the employment of aliens if shown to be necessary. The opposition were charged with obstructing railway construction, yet the government had introduced a measure only a day or two since evidently designed to obstruct railway construction.

Hon. Mr. Eberts—Order.

Mr. Gilmore said his object was to prevent the places of Canadians being lost, and the amendment of the member for Rossland stood part of the bill. The bill was reported complete with amendments and adopted.

#### Queen Charlotte Island.

In the Queen Charlotte Island Railway Bill the anti-alien clause proposed by Mr. Smith Curtis, was inserted.

Mr. Curtis offered the following amendment to the same bill:

"This act shall not come into force or effect until such time as the government shall give security to the satisfaction of the Lieutenant-Governor-in-Council."

"1. That a supply of coal and coke for use on Vancouver Island and upon the Mainland of British Columbia, within fifty miles of the Pacific Coast, satisfactory to the Lieutenant-Governor-in-Council, shall at all times be furnished by the producers thereof on Vancouver Island and Queen Charlotte Islands before the said railway shall carry any coal or coke so produced for delivery upon any vessel loading same for carriage to any other than a port in British Columbia and not beyond same."

"2. That the Lieutenant-Governor shall have authority to enter into all agreements to carry out the provisions of this section."

Mr. Curtis said he offered the amendment because a similar one had been proposed to amend the bill before the House (Crow's Nest Southern). The Associated Boards of Trades had suggested that such a provision should be made if there was any danger of our coal fields being depleted. The government had seen fit to impose that condition only where one company was concerned.

The insertion of the clause in this bill would be a great protection to the consumers of coal on the Coast. If coal could be loaded by the Crow's Nest Company for \$2, why should Victoria and Vancouver have to pay \$6. The ore output of the Island and Coast would soon be exhausted, and all the coal for the coast would be supplied by the Crow's Nest Company. To protect these provisions might be passed. He would like to see the legislation in the House based on a common basis, and one company treated the same as another.

Hon. Mr. Eberts said it was not proposed to insert the section in any bill. Mr. Curtis replied that if such an assurance was given he would withdraw this.

Hon. Mr. Eberts said he was not going to move the section which notice had been given, but another acceptable to the promoters of the Crow's Nest Southern Railway Company Bill, which was then passed.

#### Midway & Vernon.

The Midway & Vernon Railway Bill was amended by the addition of the Attorney-General's new section. Mr. Curtis moved an amendment providing that no aliens should be employed during construction, unless it was demonstrated to the satisfaction of the Governor-in-Council that the work could not be proceeded with without the employment of such aliens.

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Mr. Hunter characterized Mr. Curtis's amendment as conceived in spite, and recalled meeting Mr. Curtis on the street, and of the latter saying that since restrictions were to be placed on the Crow's Nest Southern railway, he would see that similar sections were inserted in the Comox & Cape Scott Bill.

Hon. Mr. Eberts held that there was the greatest difference between the two propositions. In one case the owners of the coal mines were the owners of the proposed railway, while in the case of the Queen Charlotte Bill they were not. He also characterized Mr. Curtis's action as spiteful.

Mr. Curtis demanded a right to reply, and Mr. Eberts withdrew the remark. Mr. Curtis managed to say that it was a matter for the House to decide for the gander, and the gander didn't like it.

B. C. Smith pointed out that when the Chief Commissioner was asked why lands had been reserved on Queen Charlotte Islands, they were told it was in view of possible railway construction, and they were certainly coal lands.

Mr. Oliver pointed out that there was no guarantee that the promoters of the Queen Charlotte railway would be the ultimate owners of it.

Mr. Martin held that if one section was silly and absurd, the other was.

The two amendments were then withdrawn and the bill passed.

#### Midway & Vernon.

The Midway & Vernon Railway Bill was then reconsidered, and received its third reading.

Imperial Pacific Railway.

On the third reading of the Imperial Pacific Railway Company, the Attorney-General read the usual sections, and Mr. Curtis the anti-alien section. Both were adopted and the amended bill read a third time and finally passed.

Vancouver & Grand Forks.

An amendment was offered by Mr. Neill to the Vancouver & Grand Forks Bill, to build a line from Penticton to the lake, and to be built by the government, it being held by many members that it was legislating expressly in the interest of one town.

The Attorney-General's amendments were accepted.

Mr. Hunter offered an amendment to the anti-alien amendment of Mr. Curtis's, namely, to strike out the saving clause providing that aliens might be employed if shown to be necessary. This was lost, and the original amendment carried, and the bill in this form passed its third reading.

Arrowhead & Kootenay.

On the third reading of this bill Mr. Eberts again advanced the opinion that the anti-alien clause was ultra vires. Mr. Curtis said this was so why was it that a similar clause was inserted in the railway bill brought down by the government?

Hon. Mr. Eberts—That would be by contract.

Mr. Curtis held that if one corporation built the road the condition would be improved, while if another built it it would be worse.

The amendments of Messrs. Curtis and Eberts were inserted, and the bill passed its third reading.

Crawford Bay Railway.

This bill also passed its third reading with the usual amendments.

Comox & Cape Scott.

Mr. Curtis wanted a statement from the promoters of this bill in regard to coal. There was a railway promoted there largely by persons connected with the coal industry in Vancouver Island. The conditions were parallel with those of the Crow's Nest Southern Company.

The government was sure would leave no chance to protect the people by insuring that coal should be supplied to Victoria and Vancouver at a reasonable figure. To-day this coal was being supplied to Americans for less than it was supplied to the people of British Columbia. If the railway was built the E. & N. would have a monopoly of railway transportation on the Island, and they should not be allowed to cinch the people.

In connection with this charter it was the duty of the government to safeguard the interests of the people from railway monopoly.

The bill passed its third reading with the insertion of the usual sections.

Kamloops-Atlin Railway.

This bill also passed its third reading with the usual amendments.

Yale Northern Railway.

With the usual amendments this bill also passed its third reading and finally passed.

Victoria Terminal Railway.

The bill was amended in harmony with previous ones, and passed its third reading.

The Speaker saw 6 o'clock.

#### EVENING SESSION.

B. C. Mining Association.

The B. C. Mining Association bill received its third reading and was finally passed.

Count-Kootenay.

The Count-Kootenay bill passed its

third reading with the insertion of the anti-alien clause and the other railway bills in the afternoon."

Crow's Nest Southern.

To this bill Hon. Mr. Eberts offered the following amendment:

"This act shall not come into force or effect until such time as the company shall give security to the satisfaction of the Lieutenant-Governor-in-Council."

"1. That the Lieutenant-Governor-in-Council shall have the right from time to time to fix maximum rates for freight and passenger traffic, and the company shall not charge rates higher than those so fixed."

"2. That in the event of Dominion legislation bringing this railway company under the exclusive jurisdiction of the parliament of Canada, the foregoing conditions shall be carried out by the company so incorporated, as a contract and not as a condition precedent to any other charge thereon, until such time as the Crow's Nest Pass Coal Company shall execute an agreement in the terms of schedule "A" of this act, and shall file the same with the Provincial Secretary."

Schedule "T."

An agreement made and entered into this day of . . . . . of . . . . . between the . . . . . of . . . . . and the . . . . . of . . . . .

Pass. Coal Company, hereinafter called the company, of the one part, and His Majesty the King, represented herein by the Chief Commissioner of Lands and Works for the province of British Columbia, of the other part.

Whereas the company are engaged in the production of coal in the province of British Columbia, and in the supply thereof in said province:

And whereas it is desirable to secure for the smelters and refineries in the counties of Yale and Kootenay in the said province an adequate and sufficient supply of coal and coke:

Now, therefore, this agreement witnessed that the parties hereto mutually consent and agree as follows, that is to say:

1. If at any time hereafter it shall appear to the Lieutenant-Governor-in-Council that there is reason to believe that a supply of coal and coke for use in the said counties of Yale and Kootenay is not furnished by the company at all times now or hereafter in sufficient quantities to the smelters and refineries in said counties, the Lieutenant-Governor-in-Council may by Order-in-Council refer such question to arbitration under the provisions of the Arbitration act and amending acts:

2. The Lieutenant-Governor-in-Council and the company shall each appoint an arbitrator, and the two arbitrators so appointed shall sit in Kootenay, and the decision of the board of arbitration shall be final, and the terms and conditions of their award shall be assumed and carried out by the company until such time as the same may be superseded by any other award made by the arbitrators, and so from time to time as occasion may require, or the Lieutenant-Governor-in-Council may deem necessary.

3. The company shall appoint their arbitrator within forty-eight hours of being notified by the Lieutenant-Governor-in-Council so to do, and the arbitrators shall thereafter appoint a third arbitrator within the like time; and the board of arbitrators shall sit forthwith after appointment and continue in session until the dispute is decided, and hereunder referred to them shall have been finally heard and determined.

4. The costs of the arbitration shall be paid and borne as the arbitrators may determine.

5. Pending the award, that is the date of the appointment of an arbitrator by the Lieutenant-Governor-in-Council, and the performance of the conditions of any award made hereunder, the company shall furnish to the smelters and refineries in the said counties of Yale and Kootenay a supply of coal and coke satisfactory to the Lieutenant-Governor-in-Council, failing which the company shall pay to the Lieutenant-Governor-in-Council as liquidated damages the sum of two dollars per ton in respect of the shortage.

This amendment, which he said was agreeable to the promoters, was carried.

Mr. Curtis then offered his anti-alien amendment, and after proceeding to draw attention to the difference between the manner in which the government was treating the Crow's Nest Southern Railway and that according to the Comox & Cape Scott Railway.

At this cry of "order" went up from the ministerial benches. The Speaker seemed to incline to this view, but Mr. Martin, rising in his place, entered a strong protest. It was competent to discuss the whole bill on the third reading, and he characterized the attempt to interfere with the members in exercising their right.

Mr. Curtis, resuming, said that if the government did not impose similar conditions on the Crow's Nest Southern Railway he would bring in a motion by which he would be able to ascertain whether or not one kind of treatment was to be accorded to one set of people and another to another. The bill, as amended, passed its third reading.

Kootenay Central.

The Kootenay Central Railway Company bill passed its third reading, after the same provision as heretofore mentioned had been inserted.

District Power and Telephone.

Mr. Hall moved the second reading of this bill, which has for its purpose the supplying of the service to the people of Victoria and district.

Mr. Turner feared this bill would have the effect of introducing a second telephone system in Victoria. If so, he would strongly oppose it, as he did not believe two telephone systems gave competition.

Hon. Mr. Eberts read the bill as conferred upon him by the committee, and only, and the right to generate electrical power in Victoria. Perhaps they didn't need electricity for manufacturing in Victoria.

Mr. Helmecken concurred in Mr. Eberts's view.

Mr. Hunter pronounced in favor of competition. The telephone rates in Victoria were extremely high, \$50 a year for a line, and \$100 for a second line. Mr. Martin could not understand why the right to install a second telephone system in Victoria had been struck out in the committee. People in American cities would not stand for one monopoly, and the exorbitant charges in vogue here.

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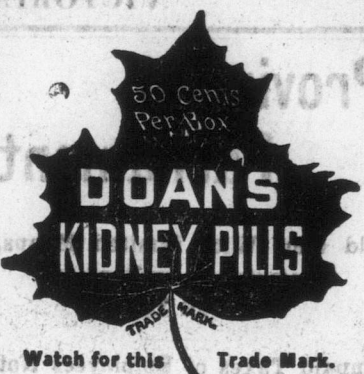
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Watch for this Trade Mark.

LOWER IRELAND, Oct. 29th, 1900.

DEAR SIR,—I was so troubled with my kidneys that I could not get a good night's rest, having to get up five or six times during the night to urinate. Whenever I did urinate it was always accompanied by a scalding sensation, and I always felt weak and tired and could hardly move around. If I was exposed in any way I would be laid up for some days. I used four boxes of Doan's Kidney Pills and they have done me so much good in removing all my troubles, that I can now sleep with comfort and consider I am completely cured.

ROBERT BAILEY.

St. James's, Ont., March 27th, 1900.

DEAR SIR,—Before using Doan's Pills I had a continual pain in the region of the kidneys. After using one box the pain had disappeared and I ascribe it to your pills.

Yours truly, C. THIEL.

St. Thomas, Nov. 28th, 1900.

DEAR SIR,—I am now 73 years of age and for some time past have been troubled with blood in my water. Whenever I would urinate it would be half blood, but I am glad to say that I took Doan's Pills and my water is as clear as it ever was, thanks to