

PROCEEDINGS OF THE LEGISLATURE

RAILWAY QUESTION WAS ABLY HANDLED

Leader of Opposition Shows How Profits to Country Follow Construction of Lines.

Victoria, April 3rd.
Prayers were read by Rev. G. K. B. Adams.
New Bills.

The following bills were read a first time: By W. B. Ross, a bill to amend the Woodman's Lien for Wages Act, and by Hon. Charles Wilson, a bill to amend the Special Surveys Act, 1880.

Committee Appointed.
J. Oliver moved the following resolution: "That a select committee of five members of this House, consisting of Messrs. Macgowan, Gifford, Ross, Brown and the mover, be appointed to inquire into all matters pertaining to the issuing of crown grants Nos. 1915-1951, 1917-1951, 1953-1955, 1957-1959, 1961-1963, 1965-1967, and also all matters in reference to pending applications, and documents and to take evidence under oath, and to report the evidence and their findings to the House."

W. B. Ross asked to be relieved from acting on the committee.
Hon. R. F. Green submitted the name of W. J. Bowser, instead of Mr. Ross. (This was accordingly done, and the resolution carried.)
A. H. B. Macgowan.

On the debate on supply, A. H. B. Macgowan congratulated the Finance Minister upon the growing strength of the finances of the province. He defended the Finance Minister from any blame in connection with the way in which the accounts of the Shuswap & Okanagan, Y. & N. and the N. & P. & C. & N. railways were kept. The former governments had initiated this system, and the present minister had but continued it. He made reference to the lumber industry, contending that it was an insult for the Ottawa government to say that the question would be considered. The Laurier government had been in power eight years, and had had time to settle it.

He thought something should be done to afford better protection to the timber by-laws preventing fires. The expenditure on schools was a very wise one. Education should be fostered, especially in the case of the children of the lumbermen. The government should do something done towards furnishing school books at cost, if not free of cost. The government should render every assistance towards making the Dominion settlement in the way of aiding the line. The government should already be carrying on further negotiations. If a land grant could not be given then he favored some scheme by which the government would enter into some kind of partnership with the railway, getting returns from the land. The early construction of the line would solve the immigration policy. It would also aid in settling an all-Canadian road to the Yukon. The argument was put up that the Dominion government already assisted the line and that further aid by this province was asking too much. The aid of the Dominion was in the way of guaranteeing bonds which it would not necessarily be called upon to pay.

Mr. Macgowan referred to railway building. He said that lines could not be built without money. The government was going about this subject carefully. The interests of the people of the province had to be protected when capital was to be introduced. He believed that a satisfactory policy would be introduced.
In referring to better terms, he stated that Geo. H. Cowan had prepared a case for the province which had brought the leader of one party in the Dominion. He recognized the claims of the province. He contended that in the building of the C. P. R. the interests of British Columbia had not been looked to properly. The Conservatives should be known to know that the cause of better terms should be kept alive. If the government at Ottawa refused to listen to the demands because it was a greater power, then an appeal should be taken to the throne itself.

W. G. Cameron contended that there were acts of the government which required criticism. The prophecies of the opposition with respect to the Assessment Act had come about. A committee had sat. The object was good, but the country at large had not reaped the benefit it should have got. The constitution of the commission was not good. Members of the government sat on it, and to some extent participated in the commission. He did not find fault with the two men who sat on it outside of the members of the government. The lumber, mining, farming and fishing industries were left out. The manufacturing industry, except in one line, was passed over, and the commercial interests were overlooked. The government had given no attention to the mining industry at all. He found fault with the fact that the wild land tax was reduced. There was no reason why this should be done. The amendments to the School Act increased the machinery, which was a bad practice. The people were prepared to bear their share in the keeping up of the schools.

The government Loan Act of last year had been an ill-timed one, and the province had been forced to pay 5 per cent. on the money required for the purpose. This money might have been obtained at a much lower rate.

The laws respecting tax sales were very unsatisfactory. A simple law should be brought in covering this. He agreed that too much respect was shown to the owner of the land, who became delinquent with respect to taxes.

He called attention to the fact that a bill introduced by the Premier respecting the Fannie was giving trouble. Too many laws were being passed, he thought.

W. B. Ross.
Mr. Ross expressed his satisfaction with the showing of the Finance Minister. While he would have liked to have seen a more liberal outlay of money, yet the finances were not available for this. He praised the Minister of Finance for the readiness which he always showed

to help the newer members of the House. Referring to the Fannie ballot box outrage, Mr. Ross said that this subject had been carefully avoided by members of the opposition. Since the last sitting of the legislature he had had the opportunity of meeting the electorate and laying this before them. He did so in company with the leader of the opposition, who showed strong disposition to avoid it. It was with the greatest reluctance that Mr. Macdonald referred to this at all.

J. A. Macdonald, rising to explain, said that on the occasion referred to his recollection was that Mr. Ross preceded him. Mr. Ross expressed a hope that the subject would not be referred to. Out of respect to this request he (Mr. Macdonald) did not refer to it.

Mr. Ross proceeded with his speech as though this explanation had not been given.

Mr. Macdonald contended that his explanation was a correct one. Mr. Ross evaded this by saying that the leader of the opposition would have the opportunity of following.

Taking up the question of the Conservatives violating the platform of the party, Mr. Ross contended that the platform was inconsistent. The Liberal party in the House had on three occasions passed resolutions in relation to the Liberal party at Ottawa. These occasions were the King Lumber Resolution, the Premier's Better Terms Resolution and the Bowser resolution on Provincial Rights. The opposition had not lived up to its platform by any measures brought up during the life of the legislature.

Referring to the question of railway legislation, Mr. Ross said that the province was prospering compared with what it was in the past. But it was not enjoying the share of prosperity that the Northwest was enjoying. It was up to the government of this province to bring this about. The government in power, with advance had been made by the province. If the Finance Minister, instead of poring over the estimates, regarding this appropriation and that one, had taken an inventory of the resources of the province and ascertained the real condition it would have been better. Instead of spending a holiday in England he had visited various parts of the province and looked into the situation, the estimates had been very different from what they were. The province was up to a court to criticize the course of the Dominion parliament except where it directly affected the province. The lumber duty was taken off by the Conservative government, but the lumber industry was not benefited. The lumber industry was not benefited by the Conservative government. The lumber industry was not benefited by the Conservative government.

What had the provincial government done to alleviate the lumbermen's condition in the province? An additional tax was put on the lumbermen last year. Compare the treatment of the Dominion government and the provincial government in the matter of leases on their respective lands.

Referring to the Fannie ballot box matter, Mr. Macdonald said that the Liberal party had dropped the subject, having failed to get redress. Mr. Macdonald said that in Fannie Mr. Ross had referred to an unpleasant incident, not mentioning the ballot box question by name, and saying he hoped reference would not be made to it. The audience showed that it understood what was meant. Following Mr. Macdonald said that he had not taken up the subject, but that he had been treated with consideration. It was surely a poor way of treating an opponent who showed him consideration. Unblushingly that member pretended that he represented the people of British Columbia. He was a minority of Fannie and his opponent, who was told by him (Mr. Ross) to take heart although he was only a rancher, was counted out by a law partner of his, although he got a majority of the votes.

He took up the reference of Mr. Ross to the question of the Grand Trunk Pacific. Did the member mean by his speech that the Grand Trunk Pacific asked too much money for the aid of the province? The member said that the Grand Trunk Pacific should get nothing except with respect to terminal aid and right of way. This member said he did not want aid for the Grand Trunk Pacific. The member said that the Grand Trunk Pacific should get nothing except with respect to terminal aid and right of way. This member said he did not want aid for the Grand Trunk Pacific.

ment would solve the question so as to give British Columbia lumbermen control of the Northwest markets.

The legislation of the House consisted of amendments on amendments to amendments of amendments.

He noticed that while the Premier always went with Socialist leader, yet the Minister of Finance did not. The government should go the whole hog or nothing. They should unite support the Socialists or unite vote against them. When the amendment to the Coal Mines Regulation Act, introduced by himself (Mr. Hall) came up the test would be applied. If a single member of the government voted against his amendment it would be because the government was under the control of the Socialists. For it was understood that if the amendment did not pass, industries on Vancouver Island threatened to close.

Mr. Hall opposed the attitude taken by the government on the Indian reserve question. It was contrary to the act. If this principle was put in force what was the use of the legislature meeting? There was never a word raised against New Westminster or Vancouver getting reserves, but when this application came from Victoria the Attorney-General raised the question, where is the province to come in?

The Dominion government had stepped in and added the province by giving the lead bounty.

J. A. Macdonald.

J. A. Macdonald said he was not going to say much about the estimates. The Finance Minister reminded him of a liquidator for a bankrupt estate making a statement of the finances. He did not reflect upon the minister. Without the government which could evolve a comprehensive policy that minister had simply to follow the example of previous governments. The government was in power, and the province was in power. If the Finance Minister, instead of poring over the estimates, regarding this appropriation and that one, had taken an inventory of the resources of the province and ascertained the real condition it would have been better. Instead of spending a holiday in England he had visited various parts of the province and looked into the situation, the estimates had been very different from what they were. The province was up to a court to criticize the course of the Dominion parliament except where it directly affected the province. The lumber duty was taken off by the Conservative government, but the lumber industry was not benefited. The lumber industry was not benefited by the Conservative government.

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This government had done nothing respecting railway legislation. Was it that railways were not needed or that the government failed to rise to the occasion. The speeches of the members of the government before election all pointed to railway legislation. Mr. Cotton had furnished the most striking condemnation of the government. Mr. Cotton in the News-Advertiser said that the government would formulate a definite railway policy and call a summer session in May. What had the Premier done since last session to redeem the pledges given that railway legislation would be introduced? At the end of last session, when the supporters who had been pledged a railway held him up, he promised a summer session. Getting the House prorogued, nothing more was heard of the railway legislation. What would the members who gave pledges to their constituents do when they went back now? What would the members for Similkameen, Grand Forks, Okanagan and Fannie say to their constituents? If the Premier could not formulate a policy for a summer session, what could he say of his year's preparation? The Premier could only treat railway legislation as a joke. The excuse was offered that the Premier did not want any more paper railways. Was the V. & N., the C. & N. and the C. P. & N. deemed unable by the Premier to go forward with railway building?

Look at the aid given in the past to railways. It was nearly all given in the Kootenays. Did that outlay not repay itself? "I hear," says Mr. Price (Ellison). The Kootenays last year contributed one-third of the taxable revenue of the province. There was \$2,600,000 of a revenue of this \$1,000,000 was made up of Dominion government subsidies and miscellaneous sources. Of the remaining \$1,600,000 there was paid by the Kootenays \$530,000.

\$178,000 as compared with \$630,000 from the Kootenays.

In Lillooet, very large in area but rich in farm lands, etc., contributed only \$30,000 a year; Cariboo only gave \$50,000 to the treasury, and Vancouver Island contributed about \$430,000. This was because the small portion in the southeastern part was opened up by railways. This showed that where the country was opened by railway revenues were got which far exceeded the outlay for building.

The Dominion government had done its duty in aiding the construction of roads. It only awaited the province to do its part to insure construction of the necessary railways. Roads like those from the Coast to the Kootenays and the V. & N. into Northern British Columbia were essentially provincial roads. It was fair to have expected the province to have given aid. But since it was found that the Dominion first gives the aid. The Premier did nothing but give promises, which were in turn broken. He called upon the Premier to waken up from the comatose condition in which he was.

The House rose at 6 o'clock until the evening.

UPON RESUMING his address in the evening Mr. Macdonald alluded to the fact that the Provincial Secretary had not the school bill in proper shape. There was better work in his department for the Attorney-General instead of that minister's trip to England in order to get an appeal with respect to the fee of £50 or £100. There had been nothing done this session.

The Premier and Chief Commissioner must have found better work instead of going to England. The province was going to gain a party advantage. The Chief Commissioner would have been better employed in his office instead of going to England. The province was going to gain a party advantage. The Chief Commissioner would have been better employed in his office instead of going to England.

The House would then not have had the spectacle of the Chief Commissioner rising and throwing the responsibility for these irregularities upon an official.

It was well known that too much legislation had been introduced into the House during the last few years.

The opposition and the government had in many instances adopted the suggested amendments of the opposition. On the question of railway legislation the opposition had been successful. The similar measure was one of the richest districts of the Dominion. With proper shipping facilities there would be many producing mines. There would be valuable placer properties. Coal was plentiful. In addition to all this there was a wide area of farm and fruit growing lands. The only drawback to the country had been the lack of transportation facilities and the holding of large tracts. These tracts were being divided up, and he made allusion to the block in which he was interested, and which was to be opened up. Not only would one line of railway pay, but he believed three lines would pay dividends. He believed three lines would soon be built. But one line was needed at once. The Similkameen could not wait. He had hopes that before the session closed railway legislation would be introduced. (Loud applause.)

J. N. Evans.
J. N. Evans contended that there should be uniformity in the laws. The only railway legislation which he had seen passed through the House was the Soughie Indian Reserve Act. The province knew what the expense of the proposed members of the government knew the same in connection with other companies. The opposition did not know these things, yet the government had the assurance to make the expense of the proposed members of the government knew the same in connection with other companies. The opposition did not know these things, yet the government had the assurance to make the expense of the proposed members of the government knew the same in connection with other companies.

about the country more than this administration.

The opposition had asked for a chance to appeal to the people in a bye-election. A chance was given, and the leader of the opposition came to Vancouver, where the majority was increased from 500 to over 3,000. Then Lillooet went disastrously against the opposition. The leader of the opposition did not want to be of Dominion politics. No, because the record was bad. He alluded to the fact that Dominion ministers did not stay at Ottawa and attend to their business.

The member for Delta had denounced the aid to railways in the Kootenays, so had Mr. McInnes.

Mr. McInnes said he had many a time denounced this form of aid, but never the opening up of the Kootenays. (Applause.)

Mr. Bowser said that he was sorry to learn that Mr. McInnes might leave the House. He also was surprised to see the fact which had sprung up between Mr. McInnes and Ralph Smith. The opposition had said nothing yet on a subject concerning which he had long waited to hear an announcement.

The Liberal government at Ottawa was pledged for the enfranchisement of the Chinamen and Japanese. In support of this he said that Hon. C. Fitzpatrick, the Solicitor-General, had taken exception to the act passed by the legislature last year in which the Chinese were enfranchised. The Solicitor-General had not disavowed the act because the enactment was similar to the laws of former years.

Mr. Bowser drew a picture of John Oliver going about the country with an old grey mare holding public meetings.

When the government had a satisfactory railway policy which would mean railway building, it would be introduced. It might be brought down this session. It would at any rate be introduced before the present parliament's term expired. When the policy was brought down it would mean contracts for hundreds of miles of road.

After going into Ontario politics Mr. Bowser contended that the country should feel proud of this first Conservative government. When an appeal was taken to the country the government would be fully endorsed.

L. W. Shatford.
L. W. Shatford said that the principal reason why he came to the House was to urge upon the government and the legislature the necessity for opening up the interior communication between the Kootenays and the coast. The similar measure was one of the richest districts of the Dominion. With proper shipping facilities there would be many producing mines. There would be valuable placer properties. Coal was plentiful. In addition to all this there was a wide area of farm and fruit growing lands. The only drawback to the country had been the lack of transportation facilities and the holding of large tracts. These tracts were being divided up, and he made allusion to the block in which he was interested, and which was to be opened up. Not only would one line of railway pay, but he believed three lines would pay dividends. He believed three lines would soon be built. But one line was needed at once. The Similkameen could not wait. He had hopes that before the session closed railway legislation would be introduced. (Loud applause.)

country's affairs would have been better conducted. The convention at Revelstoke had selected Mr. Wilson as leader of the provincial Conservative party. When Mr. McBride was called upon to form a government he did not do so as was expected of him, and selected a government from the men who had stood loyally by him. An alliance had been formed between the so-called Conservative government and the Socialist party. These parties so antagonized to one another sank their principles to form an alliance.

This government had shown a sad lack of energy. For seven weeks nothing had been done. It was ordered that the Premier and the members of the government should consider railway legislation. Nothing had been done after two years' time towards framing a railway policy. The Premier should step down and make room for others, who would grapple with this question.

He contended that the lead bounty had done the greatest good for the industry. The putting of a tariff duty on lead would not have accomplished the results. The St. Eugene mine would itself produce far more than all that was consumed in Canada. The St. Eugene had started up as a result of the lead bounty, and was the second largest producing lead mine in the world.

He expected to see the Dominion government assist the lumber men as desired.

The Cranbrook district had contributed \$108,000 to the revenues of the province. Yet in last year only \$50,000 was spent on roads, trails and bridges. He alluded to roads which if built would give great results on the opening up of mines and agricultural lands. There was a rich valley from Golden to Fort Steele, which, if opened by a railway like the Kootenay Central, would give great results in the revenues of the province.

The question of protecting the timber from fire was one which demanded attention. He advocated also a road into the Flathead valley. This had been advocated by him last year, but nothing was done.

Parker Williams rose to speak after the division bell rang, and was not permitted to address the House.

The motion of J. A. Macdonald was defeated. The motion was as follows: "But whereas the Premier, at the last session of the legislature, intimated that his government would submit to this House proposals of a definite character on railway matters:

"And whereas, failing to submit such proposals, the Premier subsequently stated on the floor of the House that a summer session would be held to deal exclusively with railway and transportation matters in this province:

"And whereas said session was not held as promised:

be kept in their native land. The vote carried.

On the vote of \$1,500 for Chilliwack, C. Munro said that he regretted this small amount. He had before called attention to a settlement near the international boundary line. These people were cut off from the rest of the province. It would only cost about \$1,000 to build a road to give these people an outlet to other parts of the province.

Hon. Mr. Green said he had not forgotten the representations of Mr. Munro. On the item of \$7,000 for Columbia, W. C. Wells said that he was glad that an increase had been made over last year's appropriation.

These items passed.

John Oliver, on an item of \$2,300 for Delta, said that after office expenses would be paid that there would be little left for public works.

Mr. Henderson classified the ridings represented by government members as "sympathetic districts."

Mr. Brown thought that a better appropriation could be made for the Greenwood. Grand Forks got \$5,000 as compared with \$3,000 for Greenwood. J. Murphy objected to the system of voting \$10,000 to Lillooet and only \$8,000 for Cariboo, which was the worst of the length of roads and one-sixth of the length of trails in the province. Lillooet had not one-half that length. Yet Lillooet got back practically all it paid into the treasury. He did not see why Cariboo was passed over.

H. C. Tanner objected to the policy of letting the roads of Saanich get out of repair by a small vote. The roads had been liberally dealt with by past governments, and it would be unwise to let these get out of repair now.

Parker Williams objected to voting \$500 for the North Vancouver ferry. The vote carried.

On the vote of the point in connection with the vote for the Dairywomen's Association, the complaints were urged against the secretary. He had one complaint with respect to an action for damages being threatened against the government for alleged negligence of this official.

Hon. Mr. Tatlow said he was sorry to hear further complaints against the official. He had called upon the association to inquire into the matter.

On the vote of \$8,000 for the Royal Agricultural & Industrial Society of British Columbia, in aid of an exhibition, Mr. Tanner raised the point that the society did not oppose the vote for the exhibition, yet he thought it would be unwise to cut off the vote to the district shows. The presence of good district exhibits at New Westminster would be essential. He thought if the vote to the districts was given, it would do much in getting the exhibits prepared.

Mr. Oliver and Mr. Evans also spoke along similar lines.

C. Munro wanted to know if this course was wise, and if the district associations recommending it.

The Finance Minister said he believed many districts favored it.

On the vote of \$750 in aid of the militia, Mr. Williams held that in a country like this there was no need for militia. It was obnoxious to trades unions because of the use which the militia was put to in suppressing strikes.

The vote carried.

The vote of \$100 to the ethnological society was criticised as being really a vote to one individual who gave no report of his work.

The vote passed.

E. A. Macdonald brought the attention of the government to the fact that there were many complaints with respect to the conduct of the coal miners' examination on the vote for that purpose.

The item passed.