

have it on the authority of the member for Grand Forks, every foot of the V. V. & E. line has been built with white labor. If it is competent for these lines to carry on their work with white labor; if it has been possible for the Great Northern within the confines of British Columbia to carry on their construction with white labor it is not impossible for the Canadian Northern Railway Company to carry on their construction with white labor also, with men of our own flesh and blood, men of our own race, of whom I hope we shall soon have plenty in British Columbia, and that partly through the instrumentality of the Canadian Northern Railway System. (Applause).

So much for that part of the bargain. Now we shall proceed to examine questions of detail, but first you will observe that provision has been made for the work to be carried on by the Canadian Northern Pacific Railway Company, a company to be incorporated by this Legislature, and to be in every sense of the word a Provincial corporation. The reason for this is obvious. In order that this Government should have the complete control it promised over rates and regulations, it was absolutely essential to incorporate a Provincial company. Hence this provision for the Canadian Northern Pacific Company to be incorporated by this Parliament and adopted under the authority of the Legislature of British Columbia. But you will observe that the agreement is so drawn as to give to the people of British Columbia, side by side with this corporation the advantages of the Canadian Northern corporation, a Dominion Company, which controls one of the transcontinental roads of the Dominion of Canada.

The first section we need discuss at any length is with regard to the route of the road. It provides that the road shall be built from the Yellowhead Pass, down the Thompson Valley and on to Vancouver. With regard to the Victoria and Barkley Sound Road, provision is made for a line running from New Westminster Bridge to English Bluff.

From that point a ferry service is to be established in order to connect with the Island section of the Canadian Northern Pacific. That ferry service must make its terminal in a place near the city of Victoria, and from that terminal to Barkley Sound there is projected railway construction of one hundred miles of the Canadian Northern Pacific. There was some complaint from our friends the Liberals, and in the last stage of the

campaign from the member of Nanaimo. But everything the Government promised would appear from late reports to have come about. We told the people that they were guaranteeing the road and it was expected that if this road was to be successfully operated it must have a grade second to none on the continent. The specifications and profiles exhibited to the Government demonstrated that they were securing from the prairie to the Pacific a gradient of less than four-tenths of one per cent., or, in other words, an easier grade than that on the Grand Trunk Pacific, which has been the proud boast not only of Mr. Hays and his associates but of the Dominion Government as well.

From this route we were able to show that we were securing a business route, one that would secure the competition the people were seeking for and one that would lend itself as well to the construction of branches, to serve other sections not at present served by the construction of the main line. What are the further results? No soon is it decided that the Canadian Northern Pacific is to be built than instructions to the contractor to hurry along are given and to-day preparations are under way in the Fraser Valley and east of the Cascades as well that will make for the completion of the V. V. & E., and the Hope Mountain route in a very short time indeed. (Applause).

Another result. We promised that activities would come about that would mean added wealth to the Province and added facilities. Another consequence of this contract and an important one, is that as soon as the election was over and the adoption by the people of British Columbia of this agreement with the Canadian Northern and the Kettle River Valley, a substantial corporation which is about to receive some aid from the Province of British Columbia at this time has secured from the Dominion Government a permit, a franchise to extend its line to Nicola, down through the Hope Mountains to a point near Ruby Creek, there to connect with the C. P. R.

Now, sir, with regard to the route itself, we have all listened in days gone by in the House as well as on the hustings, to accounts given by residents as well as by travellers through the North Thompson of the wonderful things in the way of lands, mines and timber to be found in that section of British Columbia between Kamloops and the Yellowhead Pass. This is not news to the people of the