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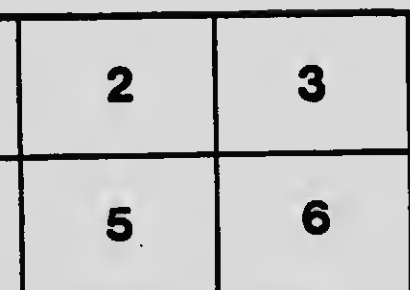
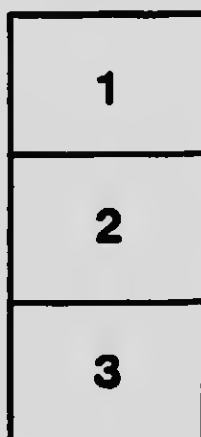
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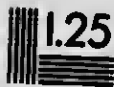
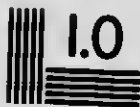
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SPEECH BY SIR RICHARD McBRIDE

—ON—

The Kettle Valley Agreement

Mr. Speaker: In introducing the subject before the House this evening, I shall refer to what I regard as one of the most important movements in B.C., namely, the connection between the coast cities and the interior, by the Hope Mountain route.

There was a time when the principal topic to be heard of throughout the Province when the matter of railway construction was brought up was the Hope Mountain Railway. I recall how certain sections of the Province were disturbed and excited at the mention of such a project. It seemed that the future of the Province was entirely wrapped up in the scheme to provide this line of road. There was a great deal said on the hustings and in the press about the scheme, and it was openly suggested that the wisest course to pursue would be to borrow \$10,000,000 and proceed with the work on our own account.

It would not have been an arduous task to have assembled a large following of the electors, especially on the coast, who would have strongly approved such a course. It is not my place tonight to indulge in any observations as to the advisability of encouraging the electorate of the Province at that time to adopt a policy of building a Provincially-owned road. This would at once have involved the necessity of determining how much the project would cost and what position it would occupy in connection with other standard railway systems. It is sufficient for my purpose tonight, however, that the electorate did not seriously adopt this proposal.

When the present Administration assumed office in 1903, one of the first undertakings presented to us for consideration related to the Hope Mountain Railway. At that time we gave it every possible consideration, but were forced in the end to the conclusion that it was not then within the ability of the Province to attempt such construction. Meanwhile Mr. J. J. Hill had been busily

engaged in looking over the country, carrying out surveys and making observations that might lead to the undertaking of some definite action by the system he controls. This movement on his part had been preceded by a Government survey and examination, made at the time of the Dunsmuir Administration under the supervision of the Hon. E. Dewdney, which had resulted in the preparation of an interesting financial report upon the whole route from Hope into the Similkameen, one which I believe has proved of very great value to the various interests that have since looked over this district in order to make arrangements for railway construction.

Five or six years ago, when, in the opinion of the Government, the time had arrived for the submission to the people of a railway policy, one of the first projects taken into consideration by the Cabinet related to the old Hope Mountain scheme. We took the measure as fully as the means at our disposal would allow of the Nicola, Similkameen, Okanagan, and Hope Mountain sections, and finally we came to the conclusion that we should make some definite attempt to provide for British Columbia the long awaited contact between these interior sections and the coast.

As a result of negotiations extending over a considerable period of time, we were finally able to enter upon a bargain with the Kettle Valley Railroad, a bargain, Mr. Speaker, which promises for a certainty to develop within the next fourteen or sixteen months a railway contact between the coast and the various sections I have mentioned. It is only fair to say that it was not until the Government had exhausted every possible means of bringing about the building of this line by the V. V. & E. that we proceeded finally with our negotiations with the Kettle Valley.

The policy of the Government and of the Conservative party in British Columbia in regard to railways was that there should be no land grants, and the strong

public opinion of the country was clearly against cash subventions. Having this in mind, and the possession by the Great Northern of the V.V. & E. charter, we had made repeated attempts to interest the G.N.R. system in the work of finishing the V.V. & E. through to the coast, and of giving to the people on the coast that opportunity of doing business with the interior that would naturally result from the completion of the line. I may say that personally, with the concurrence of the Executive Council, I visited St. Paul for the purpose of taking up these proposals with the Great Northern officials and gentlemen representing the Great Northern interests waited upon the Government in Victoria and discussed the whole question at length of making connection with the coast cities. But for some reason or another there was delay upon delay. Explanations were always given, but there was no actual work of construction, and after the patience of the Government and the people had become almost exhausted, we finally proceeded with the present arrangement, by means of which we can expect to see the road completed shortly and in operation under the jurisdiction of the Canadian Pacific Railway system.

All the business relative to the Hope Mountain system, the extension of the road through the Nicola, Similkameen and Okanagan country, has been very complicated. In the first place there was the old charter of the Midway and Vernon road, which upon a pronouncement of the Supreme Court was declared to be still in force, despite the fact that the number of men and animals engaged on the work of actual construction would not involve any great outlay in wages from month to month. However, in the wisdom of the Court, it was declared that the charter was still in force, and when, on investigation, it was found that the project of the Kettle Valley must to some extent trespass upon the territory of the Midway and Vernon, a great many difficulties presented themselves, which had to be removed before any railway expecting to receive recognition at the hands of this country and this Parliament could be taken into account. The Midway and Vernon had carried out large and expensive surveys and other railway pioneering work of a costly character. When the Kettle Valley proposed to act under the charter of the Midway and Vernon, the Provincial Government stipulated that they should not proceed with its operations until the

rights of the Midway and Vernon were properly adjusted.

Some time elapsed before the questions incidental to these rights were disposed of, and even then, when the Government of the day was advised that everything was satisfactorily arranged, there remained many outstanding questions that were not adjusted until a later date. I recollect, in the course of a rather arduous campaign through the Boundary and Similkameen country, being subjected to some unfair abuse upon this matter. Pointed and offensive references were made to the Kettle Valley project because it was said that this corporation had failed to meet the payment of some wages and some store accounts that were due to people along the surveyed route from Midway to Vernon.

Happily, I am in a position to say that the Midway and Vernon difficulties have been disposed of and the ground cleared for the entry of the Kettle Valley. The V.V. & E. corporation, which has every right to the recognition of this Legislature, has been enabled to make arrangements satisfactory to this Government, to themselves, and to the Kettle Valley, which will give them access to the coast cities. I am also glad to be able to state that questions relative to the interests of the city of Grand Forks, the Boundary, Similkameen and Nicola districts have also been disposed of, so I approach the subject tonight of presenting to Parliament a bill that provides an important step in this magnificent project.

It is only fair to recall, however, that it was not until we had recourse to the treasury of this country that we were in a position to produce a contract that would absolutely insure the completion of the road. The charter of the Midway and Vernon was declared by the Courts of the country to be valid, and I must remind you that it carried with it a subsidy of \$5,000 a mile for 150 miles, or \$750,000. It became the right, therefore, of the Kettle Valley, having taken over the charter, to expect at the hands of the Government the same treatment that would have been accorded the original Midway and Vernon road.

By means of this cash subsidy, in so far as our interest in the road was concerned, we were able to assure Parliament and the country of the building of a standard gauge road from Penticton along to the Nicola country, but there still remained the very costly Hope Mountain section, which even Mr. J. J. Hill seemed to hesitate about attacking,

and which has been reported upon by several survey and location parties to be one of the costliest sections in British Columbia that any railway could possibly undertake. There were various estimates given of the cost of construction to Coquihalla Summit, and many expert location engineers periodically found themselves in print claiming to have made the trip over the summit and to have sufficiently informed themselves of the route to be able to declare with confidence that the line could be quickly and cheaply built. I recollect Mr. Smith Curtis declaring in this House, in the most urgent terms, that the road could be built quickly and cheaply and that the whole scheme was one that ought to be carried out without the least possible delay. While Mr. Curtis did not pass as an expert on railway location, he was prepared to subscribe himself as an authority favorable to the immediate construction of the Hope Mountain road and to go on record as endorsing the Coquihalla Pass as a feasible route.

There were many location engineers in the country at the time, and since then both the Kettle Valley and the V., V. & E. have kept expert engineers at work, principally on the Hope Mountain section between Nicola and Hope, and I am advised that it was not until within the last eighteen months that surveys had been carried to the point where the final location could be determined.

There was an interesting incident in connection with the general project that is worthy of notice. As soon as the Provincial Government and the Kettle Valley road had undertaken the work of examination and survey, they found, upon presenting their map, that, while the V., V. & E. had filed before them, there was a record that the Coast Kootenay Railway Company was on the ground prior to that time, and I am advised that in addition there were local and provincial companies with maps on file covering the same route. Because of the clash between the V., V. & E. and the Kettle Valley, very protracted negotiations arose and months elapsed before matters assumed any visible development. This ended finally in a joint agreement being made between the roads, under the terms of which the Kettle Valley was to build a section from Hope to Coquihalla Summit and the V., V. & E. was given usage of that section on the payment of certain rents and maintenance

charges as soon as it was ready for traffic.

Tonight, Mr. Speaker, the Government proposes to ask Parliament to endorse an agreement, which is some slight departure from the agreement heretofore made between the Province and the Kettle Valley road, respecting this property. The surveys have been made and filed both at Ottawa and Victoria by the Kettle Valley Railway Company, providing for a road from Penticton through the Okanagan district, through the Aspen Grove section and the Nicola to Coldwater Junction. The V., V. & E., as is well known, traverses the country along the Similkameen to Princeton, and then follows in a northerly direction to Coldwater. The V., V. & E. has completed construction to Princeton and is now engaged on the work north of Coldwater. The Kettle Valley has practically finished construction from Midway to Penticton and from Penticton to a point forty miles west, approximately, to Osprey Lake. From the coastline they have already undertaken construction work on the grade at Ruby Creek, and the company promises to have the line completed by the Fall. They have also let a contract for the work from Hope to Coquihalla.

From information which I have to hand, this work should be fairly well, if not entirely, completed by the Fall of the year. The Kettle Valley system, like every other corporation having a large undertaking to answer for in the West, has found that the project is much more costly than the original plan provided, and, instead of about ten or eleven million dollars being necessary to build the line, it is expected before the work is finished it will cost upwards of sixteen million dollars. Unquestionably the same economic conditions that affected the C. P. R. and the C. N. P. have been felt by the Kettle Valley, even although this line, since the original negotiations were entered into, has been taken over by the C. P. R.

On account of the excessive cost of the work, representations were made to the Government that every possible economy would have to be exercised in order to expedite the work and that it was desirable, so far as was consistent with the original proposals, that the Kettle Valley should be permitted to work in harmony with the V., V. & E.,

so that a possible saving might be effected.

It was because of these representations, and of the fact that the corporation principally answerable for the project asked for an extension of time unless the proposals now before the House were carried, that the agreement now submitted was entered into.

I would like to say that, before the Government consented to enter into an agreement of this sort, every consideration was given to the various sections of the country affected by the original project. We found that if we were to comply with the request of the Kettle Valley and subscribe to the usage of the trackage of the V., V. & E. from Princeton to Coldwater, with proper safeguards, we would be materially assisting in the carrying out of the project.

It is interesting to note that when the Kettle Valley Railroad opened negotiations with the Government for a variation of the agreement such as is now provided, the only objections to be filed were those emanating from what is known as the Aspen Grove district. They came from Sir Charles Hibbert Tupper, representing an English syndicate which had purchased land for farming, and also from Mr. Bate, a pioneer of Aspen Grove, representing some sixty-two mineral claims.

A very careful hearing was given by the Executive Council to the case presented by Sir Charles Tupper, and it developed this situation: That, acting on the strength of the location surveys of the Kettle Valley Railway, which had been located here and at Ottawa, large holdings of land were disposed of in England to a very powerful and representative syndicate. In the brief filed by Sir Charles Hibbert Tupper the names of the gentlemen interested were mentioned, together with the amounts which they subscribed. The lands, although located at an altitude of between three and four thousand feet above sea level, were held out by Sir Charles Hibbert Tupper to be valuable farming lands, and attached to his brief are reports from Captain Leader, a farm expert who had been carrying on certain experimental work.

The complaint was that this English syndicate, induced because of the location of the line through Aspen Grove to buy these lands, would suffer

considerable loss if the Government permitted any deviation from the location which has been filed. But in addition to this objection it was pointed out to the Administration, with considerable emphasis, that a Government map, issued in 1912, bore upon its legend this direction: "Lines coloured red, railways under construction," and that such a line appears in the map in the neighborhood of Aspen Grove.

Counsel insisted that the Government was obliged, because of this circumstance, to protect the purchasers of this property. The question may be asked of the Government tonight, is it fair and honorable to the public at large, since there has been a location showing the line through Aspen Grove and since there has been a map printed showing that line to permit a deviation from the original agreement?

Before I answer this question, Mr. Speaker, I think it is worth while to enquire into the matter a little more closely. The allegation is that these lands were bought in 1911, while the fact remains that this map did not appear until 1912. Not that this would materially alter the case. The question stripped of outside considerations resolves itself into the question of whether or not, assuming all the allegations to be true, the Government would be justified in expediting railway construction which affected the general public interests of the country.

The House will agree that the V., V. & E., over whose tracks the Kettle Valley will presently operate, is at most twelve or fifteen miles from the lands at Aspen Grove, in which this English syndicate is interested. These lands are at an altitude of from three thousand to four thousand feet and are hardly in the nature of lands that could be divided into small holdings with any great profit; but if there are farm lands there of a nature sufficient to justify development, it will not be a difficult task to find a suitable trunk road system that will bring them closely enough in contact with the V., V. & E. and the services of both the American and Canadian lines.

I cannot believe that any English company undertaking to engage in a businesslike way in the work of developing and settling farm lands in the interior of British Columbia would approach such a task and finally carry the purchase of lands to completion on the strength of a mere railway location,

plan, or on the strength of a legend on a Government map. What a very uncertain record it is after all to have to rely on the location survey of a railway line, more especially in British Columbia, where the configuration of the country is so difficult as to make it almost impossible, on first inspection, for even the most expert engineer to say positively that the line recorded is the one that will be followed when construction is carried out.

If you examine the departments here and in Ottawa you will find that there has not been a mile of railway built in the mountains that has not been located and relocated many times. The final location might be moved twenty miles from the original plan.

Is it credible that a person or corporation would purchase land in British Columbia on the strength of a Government map, which is marked here and there with lines projected and under construction, and enter into an agreement that could be justified on sound business lines? The uncertainty of the location of the lands themselves is a factor that ought to be taken into consideration.

It is a reasonable thing for a Government in dealing with railway corporations whose enterprises are projected through the mountains to give every opportunity possible to leading engineers to work out the best route and to secure the most feasible and the most economic line. So I say that, while the gentlemen interested in this particular instance may have felt quite safe in representing that these were farm lands in the vicinity of the Kettle Valley road, at the same time it was rather a hazardous thing to go the length of representing for a certainty that the railway would be building along that specific route. You will see from the scale of the maps that it would be difficult, if not impossible, to locate acreage unless it was in the tens of thousands of acres. In my humble opinion he would be a very careless man indeed who would enter into an agreement, as purchaser, or agent, on the strength of a Government map in any section of the Province. Nevertheless, here, in a few words, is the position presented to the Government a few days ago.

The Government of British Columbia is always solicitous of vested interests, and we are always careful to give every protection so far as constitutional

authority will warrant. We have been very much concerned because of the representations made lest there should be any misconception or misunderstanding as to the attitude of the Government. We are fearful that some persons who might be unscrupulous in the matter might go the length of representing that this Government would be responsible for something that would amount to repudiation. And so the Government does not admit that anything is being done that at all savors of repudiation. We do not agree that in substance the condition which this bill proposes is a departure from the original bargain between the Kettle Valley and the Government to build the Hope Mountain railway.

I suppose when this measure is commented on in England, where the purchasers of some of these lands are resident, much fault will be found with the Government because it has not compelled the Kettle Valley Railway to abide by its original location lines.

Mr. Speaker, if there is fault with the Government, which, of course, I do not admit, there is still much more fault to be found with the purchasers of this property, with the men who would willingly enter into the purchase of a large property on the representations I have outlined. It seems to me that ordinary intelligence would warrant the persons interested in ascertaining, right on the spot and at first hand from the Government and the railway company, positively where the line was going to be. I cannot agree that even if the line were built there the land would be made productive farm land, unless Nature in the first instance had made it so. I need not discuss with you what you would expect from land at an attitude of from three to five thousand feet, but I can say that it is not in the usual order of things in British Columbia to find valuable productive farm lands always at that elevation.

But if these lands are as the purchasers describe, if the productive value attaches to them that is set up in the reports annexed to the brief of learned counsel, the fact that we shall have two standard railways operating within measurable distance of them will, to my mind, strengthen and enhance their value. In the first instance the lands were to have the direct service of the Kettle Valley road. Under the proposals now before the

house they will enjoy, over the V., V. & E. at a distance of from twelve to fifteen miles, the service of both lines.

That brings me to a consideration of the question of branch lines. This question was raised by Colonel Bate, pioneer prospector of mining claims in the camp. For the past twelve or fourteen years I have been occasionally visiting the Nicola Valley, and in the course of some of those visits on public business I have found my way to Aspen Grove, and on no occasion have I missed an opportunity of meeting Colonel Bate. Like many others in that section he has been carefully keeping in touch with everything that has transpired in Victoria and at Ottawa relative to Hope Mountain. Needless to say he has been a powerful advocate for the construction of the line. And with great alarm he has heard of the proposal of the Kettle Valley to adopt the V., V. & E., and in the past few days he has visited Victoria and represented the claims of the camp before the Government, recalling all the time the old proposal and the old location, which provided for a line direct through to Aspen Grove.

One must admit, however, that the question of traffic is always a paramount consideration when railway interests are to be discussed, and I suppose that, like every other mountain railway this one will be keen upon reaching those territories that are best fitted to nourish its own development. It is safe to say that these lines will be looking right and left for traffic, and wherever it offers we can feel satisfied that the companies will be prepared to go. After all, without traffic of this kind, it is problematical whether the road would be a success. Through the representatives of the company we are assured that, so far as Aspen Grove is concerned, it is proposed that when sufficient development has taken place there to insure a business tonnage, they will build a branch line to the mining camp and bring it into operation. This would be a very indefinite way, Mr. Speaker, of disposing with contact with Aspen Grove, and to ask that part of the district to accept it would be scarcely fair. In a joint conference that was arranged last Saturday, where representatives of Aspen Grove were present with Mr. J. J. Warren, president of the Kettle Valley road, it was decided, after a lengthy discussion, that the bill to be

submitted to the House would provide that this branch line should be built when Aspen Grove was sufficiently developed to justify the construction, and that the point of development was to be settled by arbitration. In other words, if Aspen Grove camp says to the Government "we are sufficiently developed now to warrant the construction of your branch line," and repeats the same statement to the railway company, and the railway company protests that that is not the true position, then the question is to be submitted to a board of arbitrators, one to be selected by the railway and one by Aspen Grove and the other by the Railway Commission.

I think that is a fair and business-like way of settling the question. Of course, without any hesitancy, Aspen Grove has said it is certain that it is only a question of time when the camp will be one of the most prominent in the country. They are satisfied to abide by the condition I have mentioned, and as a result there is a clause in the Act covering it.

This applies with equal force to the Franklin Camp in the Boundary district. The Member for Grand Forks has stated that it was the original intention to build a line to Franklin Camp. This is true, and we have tried to bring it about. But we want to be fair, and we feel that, in consideration of the enormous expense involved in the whole project, the main thing is to get the line through to the Coast and have the two lines installed before another twelve months expire, and then put pressure on to build those branch lines. I feel that, from my conferences with the Aspen Grove representatives and with Mr. Miller, that there will be a disposition on the part of the interests they represent to acknowledge the necessity of having the main line driven through before putting the hardest kind of pressure on the company to build branch lines. Of course, it may be retorted that it is the Canadian Pacific we are dealing with, and that it is not in any need of sympathy. That is not the point. We appreciate the worth of the Canadian Pacific, and we think that in respect to the Kettle Valley it is doing the very best it can to live up to its obligations, and we are satisfied that they will push on with their plans and have that line in operation between Vancouver and Kootenay within fourteen or sixteen months. It has been

charged against the Government that we are playing up to the Canadian people, but I am glad to answer that charge and to refute it. The Government is not doing anything but what is fair and right in this matter.

Now just a few details regarding the work accomplished to date. There has been expended on construction to date of \$10,000,000. Steel is laid for a hundred miles, almost, on the section between Midway and Penticton. The roadbed and track are complete for forty miles west of Penticton and the remaining thirty-three miles in connection with Penticton will be completed by December 31, 1914, and by that date the Great Northern has agreed to have the section finished between Princeton and Otter Summit which means that by the end of the year it will be possible, by the Spence's Bridge route, to come right from the Kootenaya to the Coast; and next year, with the Coquahalla section completed, you will come right over the mountains.

There is at work near Hope, on the Fraser River, a large force of men under the contractors, A. Strong & Morrison, who have started the building of the joint railroad and vehicular traffic bridge. Involved in the construction of the bridge there will be a superstructure weighing six million pounds. Several very heavy cement piers, some of which will be upwards of fifty or sixty feet below the bed of the Fraser River, are provided for. The latest information we have is that it will be ready for operation by December 1 of this year.

These figures convey but a rough idea of what is involved in the stupendous project, but it is sufficient to advise the House in a general way of the amount of work that is going on. There is so much railway building under way in this Province that it is difficult to conceive of the stupendous nature of these operations. Those of us who live here have little opportunity of seeing the development that is taking place, but if you go into the interior of the country and see the thousands of men at work, see the great rock cuts, the wonderful tunnels and steel bridges, you will get some adequate idea and knowledge of what is transpiring and of what will presently be achieved.

I have tried, in dealing with the land and mining question at Aspen Grove, to explain just how the Government finds the situation. I have tried to show how it is proposed, when condi-

tions sufficiently warrant, to give this Aspen Grove district and the Franklin Camp district contact with the main line. I have not said so much about Similkameen, Grand Forks and Greenwood, but I may say that the fact of the Kettle Valley joining the V. V. & E. at Princeton must mean a great impetus to the development of the Similkameen and Boundary districts. It will enable the mining camps of the Similkameen to take advantage of the Kettle Valley service into Greenwood and the smelter of the B. C. Copper Company at that point, an institution which will be prepared to treat ores in large amounts from the camps situated in that territory. In this connection it will be necessary for the Kettle Valley to build a branch line into the Similkameen, and I am glad to be able to tell the House that the company is prepared to do so in order to be able to haul the ores over their own roads down to the smelters at Greenwood and Grand Forks. While there is no competition with the American line to Greenwood there will be to Grand Forks, so that you can see the double purpose which this Princeton contact means.

Look, also, at the large farming settlement that will be convenience by this arrangement, and which will be able to claim the benefit of the contact made by the Kettle Valley road.

I might also mention at this time and in connection with the Aspen Grove question that had the line been built there we should have been obliged to pay \$5000 a mile for the mileage covered, forty-five miles, but, since it is not proposed to build there, we shall withhold the payment of the subsidy and be prepared to distribute a mileage subsidy over the branch line to Aspen Grove when it is built. I told Colonel Bates that if they go ahead and develop their camp and no other railroad comes in, the Government is prepared to provide a charter and a subsidy. I have taken this stand because I desire to show the people that it is not the intention of the Government to hold back one single hour the development of the camp.

Personally, in connection with all these matters, if I could have foreseen the troubles that have arisen in connection with the Hope Mountain railway, I question very much if I would have been anxious to approach the matter at all. Never before have there been such involved and difficult

complications to work out in connection with any railroad. For a time, whenever we went one step in advance, we were forced to take two steps back, but there was always so much about the whole scheme that was attractive and fascinating that one could never lose courage entirely.

It is only fair to say that I have had a great deal of assistance and encouragement from Honorable Members of this House. The Hon. Member for Grand Forks has been untiring in his efforts with regard to the Kettle Valley. Through representations made by him the decision was made to locate its divisional point at Grand Forks, and the shops and roundhouses and other necessary works in connection with the railway system are now located there and make up an assembly of works that will, in the next three or four years, be a large employing centre. And perhaps the V., V. & E. will shortly be obliged to locate divisional headquarters there also.

I must also thank the Member for Greenwood in his representation of the Boundary interests. I am grateful indeed for his information in respect to the stupendous project of the B. C. Copper Co., which promises to considerably enlarge the smelter at Greenwood.

I have also had many interesting conversations with the Member for Yale, who was naturally anxious that no section of his constituency should suffer. He seems to feel that the question of a sufficiency of development at Aspen Grove cannot be deferred. He has never wavered in his loyalty to Aspen Grove and in his faith as to its future. I can only say that I am in hearty accord with him and that I propose to leave nothing undone, so far as the present Government is concerned, to force it along apace.

The valued representations of the Member for Similkameen have also been well borne in mind. His continued and powerful advocacy of the need of Princeton, and the communities surrounding, for connection with the Kettle Valley system has not been lost sight of.

There is no necessity to appeal to the House further, but I do protest, Mr. Speaker, that it has been a splendid thing for the Province that the final completion and operation of the standard gauge railway between the Coast points of the Provinces and the Interior, via Hope Mountain, has concentrated in the authority and under the jurisdiction of

the Canadian Pacific. We know perfectly well that, with all its other connections and with its splendid discipline and excellent management, we shall presently see operating up the Fraser and Hope Mountains one of the finest train services on the continent.

It is not for me, from my seat in the Legislature, to give any specific assurances of what the Kettle Valley Railroad will mean in the next four or five years. I can assure the Legislature, however, that if the statements made under authority by various experts with regard to the potential wealth of this country be borne out to the extent of one-tenth, then the Kettle Valley is going to traverse one of the richest sections in the whole Dominion of Canada. I am not going to speak of the Boundary district, the Okanagan, the Similkameen or the Nicola, or even of the great valley of the Fraser. There is no necessity for doing so. All we have to do for information along this line is to appeal to the men who know the Province and its various aspects.

Apart altogether from local development this line will have contact with the Kootenay, which has been in need of it for a long time. Residents of that district will be able to come to the Coast over a Canadian line, and save the hours and hours of time now spent on the other routes.

From the national standpoint the road is a strong factor. I am surprised sometimes that the people from the Kootenays, instead of coming to the Coast for their vacations, go over to Spokane. There are scores of people in the Kootenay who have never been in Victoria, although they are familiar with the American city I have just mentioned.

Another important point is that by virtue of this road we shall have another transcontinental, because the Kettle Valley will make contact with the Canadian Pacific and institute in time another regular train service between the East and the West.

I am glad that I have been able tonight to give the report I have regarding the progress of this construction, and I am still more pleased to be able, under the authority of the Canadian Pacific, to assure the Legislature that in the next fourteen or sixteen months you will be in a position to enjoy the convenience and benefits that can come from the completion of the Kettle Valley road from Vancouver to the Kootenays.



