

A P R

1897

...the bill complete with
...adjourned at 5:10 p.m.

Mar 31st - 97

...TION RECEIVED.
...moved, and Mr. Hull ac-
...the vote of the house on the
...March, instant, with refer-
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...the said petition."

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...also with reference to
...the dismissal of J. H.
...police and stipendiary
...evidence taken at the
...the charges laid by the
...Rae against Chief of
...and Constable Thomp-
...and copy of a resolution
...animo police commis-
...held February 8th,
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...Walter Ross, of Na-
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...the Small Debts Act,
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...moved that the return
...Booth objected to the
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under a penalty not exceeding two hundred and fifty dollars, to be recovered in a summary manner before any Justice of the Peace. But nothing in this section shall be construed as applying to any person duly authorised by licence to fish with a gill or drift net for salmon trout (steel heads) or white fish in any of the lakes of the Province: Provided in every case it shall be necessary for the name of the particular lake where such person is licensed to fish, and the class of fish for which the licence is granted, be stated in the licence; but every lake trout or spotted trout taken by any person so licensed by accident while lawfully using his net shall be liberated alive at the risk and cost of the person licensed, and such person shall be liable to a penalty of five dollars for every lake trout or spotted trout not so liberated:

"(1.) No one shall fish for, catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout between the first day of November and the thirty-first day of March, both days inclusive, under a penalty of twenty dollars for each offence, and no one

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shall at any time catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout of a less size than six inches in length, and shall be liable to a penalty of five dollars for each trout so found:

"(2.) Whenever it appears, to the satisfaction of the Justice of the Peace, that the offence mentioned in section 12, and sub-section (1) of section 12, was committed in ignorance of the law, or that because of the poverty of the defendant the penalties imposed would be oppressive, a discretionary power may be exercised."

CONSOLIDATION ACT.

Hon. Mr. Eberts moved the second reading of the bill entitled "an act for consolidating in one act certain provisions usually inserted in acts with respect to the constitution of companies incorporated for carrying on undertakings of a public nature." Mr. Eberts said the act was similar to the one in force in England, and as the act was referred to several times it was necessary to have such a bill.

The second reading then carried.

CARIBOO RAILWAY BILL.

The house went into committee with Mr. Graham in the chair to consider the Cariboo railway amendment bill. The principal amendments follow:

"The point of departure from the Canadian Pacific Railway and the route to be taken by the railway authorized by this act, shall be approximately defined within two years of the passing of this act, and shall be subject to the approval of the legislative assembly."

"The said railway shall be commenced within two years, and completed within six years from the passing of this act."

Mr. Semlin, Mr. Stoddart and others protested against giving the company a roving commission. The initial point of the road should be definitely stated. The committee reported progress and asked leave to sit again.

GAME BILL.

The house went into committee with Mr. Macpherson in the chair to consider Mr. Graham's game bill.

In compliance with the wishes of many local sportsmen Mr. Graham amended the bill so that ducks could be shot until the 1st of March.

Mr. Adams wanted robins to be further protected, and moved to strike out the words "provided that the birds known in this province as robins may be destroyed in an orchard or garden at any time between the 1st day of June and the 1st day of September."

Hon. Mr. Eberts also made a strong plea for the robins, and Mr. Williams also spoke in support of these birds.

Mr. Graham retorted that if the robins had been as destructive of berries as they were of strawberries, Mr. Eberts and Mr. Williams would change their opinions. (Loud laughter.)

Mr. Adams' amendment was then defeated.

The following clause was also passed, although several unsuccessful attempts were made to amend it: "The provisions of this act shall not apply to Indians or resident farmers in non-organized districts of this province, with regard to deer killed for their own or their families' immediate use, for food only, and not for the purpose of sale or traffic, nor shall this act apply to those persons actually engaged in hunting or prospecting, who may kill game for food, nor to the curator of the provincial museum, or his assistant, assistants or agent appointed by him, while collecting specimens of natural history for the provincial museum."

Mr. Graham also moved an amendment to the effect that one sportsman can kill only three mountain sheep in one season instead of five in the old act. Mr. Graham also introduced an amendment prohibiting the sale of heads of mountain sheep for five years.

The committee rose and reported the bill complete with amendments.

PRIVATE BILLS.

As Mr. Adams' bill passed, Mr. Macpherson dropped his motion to insert anti-Chinese clauses in private bills. The third reading of the Caspar Railway bill was then passed. The Stickeen & Teslin Railway bill, the East Kootenay Company's Railway bill and the Vancouver-Nanaimo Railway transfer bill were reported complete with amendments by the committees of the house.

The second reading of the Victoria, Vancouver & Westminster Railway bill and Delta, Westminster & Eastern Railway amendment bill was carried on motion of Mr. Helmcken.

Mr. Booth introduced some minor amendments to the Vancouver, Victoria & Eastern Railway & Navigation Company's bill. Sec. 31, which provides that no Chinese or Japanese shall be employed, was struck out. In view of the passage of Mr. Adams' Allen Labor bill. Another amendment was added to the effect that the second section shall include the equipment, maintenance and operation of steamers or ferries from the coast terminals of section one to any one or more points on Vancouver Island.

The house adjourned at 5:35.

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THIRTY-FOURTH DAY.

From Our Own Correspondent.

Victoria, March 30.—It was at one time thought that the budget speech would be delivered to-day but yesterday evening Hon. Mr. Turner let it be known that this, the great event of the session, would be deferred till possibly Thursday. The most interesting part of to-day's proceedings was the final reading of Mr. Adams' Chinese Labor bill. That disposed of the House was able to romp through with a number of others, and after the progress made to-day members may certainly congratulate themselves.

The matter of H. C. Beeton's petition then came up again Mr. BOOTH moving that the vote of the House, on March 29th, be reconsidered. Premier TURNER said he did not want to oppose the motion at all as the matter was one that the House should decide on its merits. He still felt, however, that the House, having made a rule in regard to the time for receiving private bills should stick to that rule. The motion was put when 18 voted for and 13 against. Mr. Speaker gave his casting vote in favor of the motion "as a matter of justice." The petition was then re-introduced and received and referred to the private bills committee.

Hon. Mr. EBERTS moved the second

reading of the Companies Clauses Consolidation Act. He said that the provisions of the act were similar to those in the English act which was first passed in 1845 and which was amended in 1845, 1863, 1880, and 1889. The act supplied most useful and complete clauses for the internal government of companies. This act was referred to in the Water bill. It was expected that companies incorporated to carry out works mentioned in that act should adopt the provisions of this bill. The second reading was agreed to.

NOTICES OF MOTION.

By Dr. Walkden—To move for a return of all correspondence in relation to the acquisition of land in connection with the London and Blue Jay claim to Skodan as a Crown grant.

By Mr. Kelle—That whereas the country lying to the north of British Columbia by virtue of the geographical position is this Province and widely removed from other organized portions of the Dominion of Canada, and whereas the national lines of communication by land and water are north and south by way of and through this Province and render the resources of this country almost wholly tributary to the trade and commerce of British Columbia, and whereas large areas of the territory in question, more particularly the Yukon country, are highly mineralized, containing rich quartz ledges and placer diggings, and are attracting a large mining population, with prospects of becoming in places thickly settled and prosperous by reason of such mineral wealth; and whereas it is desirable and in the interests of the Province of British Columbia that said territory should have a settled and effective form of Government and a Civil Code similar to that in force in this Province; and whereas the distance from the seat of the Canadian Government render it difficult to satisfactorily enforce the laws specially enacted for the unorganized territory of the Northwest. Therefore be it resolved that negotiations should be opened with the Dominion Government having in view the enlargement of the boundaries of British Columbia, so as to include the territory northward as far toward the Arctic ocean as may be deemed practicable for Provincial purposes and particularly in regard to the prosecution and control of the mining industry.

By Col. Baker—To move on report of Game act to strike out section 12 of chapter 23, 1896, and insert in lieu thereof another which in chief part enacts that no person shall use or employ any explosion, or poison, net, seine, drag net or other device, other than hook and line, nor use salmon roe as bait for the purpose of taking trout under a penalty of \$250, but this section shall not apply to any person duly authorized by license to fish with gill or drift net for salmon, trout or white fish in particular lakes. Licensed persons must, however, liberate all spotted trout taken accidentally in nets. No one shall catch or sell any brook trout, lake or speckled trout between November 1st and 31st March, both days inclusive, and no one shall at any time catch or sell such trout under six inches in length.

NOTICE OF QUESTION.

By Mr. Hume—To ask the Premier:

(1) Did the C. P. R. agree with the Government to do certain street improvements in the town of Nelson? (2) If so what amount did the C. P. R. contribute towards such improvements and in what year? (3) What amount if any did the C. P. R. Company contribute towards Ward Street sewer?

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RAILWAY FROM LYNN CANAL.

Mr. Booth moved, seconded by Mr. Hull: That the vote of the House on the 29th inst. with reference to the reception of the petition of Henry Oppinger Beeton et al, be reconsidered, and that the standing orders be suspended so as to permit the introduction of said petition. The mover said that while it was a serious matter to contravene a vote of the House, material advantage would accrue if the petition were allowed, as the bill proposed to open up a portion of the country.

Hon. Mr. Turner said that while when he had the other day spoken against receiving the petition he did not know that it was this bill to which it referred, still if he had known he would have pursued exactly the same course. He did not wish to oppose the present motion, but would leave the question for the House to decide.

Mr. Sword supported the motion. Mr. Smith opposed the indiscriminate breaking of the rules of the House. The motion was then put and the House dividing evenly—13 to 13—the Speaker voted in favor of receiving the petition.

Mr. Booth then presented the petition, in favor of a charter being granted to construct a railway from the head of Lynn Canal to Fort Selkirk. It was received on a division of 13 to 13 and referred to the Private Bills Committee on a division of 14 to 11.

SEWERS AT NELSON.

Hon. Mr. Turner reverted to an answer given by him the other day in reply to Mr. Hume, who asked if the C. P. R. had made any contribution towards the Nelson sewers two years ago. He said he did not know if the hon. gentleman meant his question to refer to sewers only. As he read it the other day he thought that was what Mr. Hume meant, but possibly he had referred to another matter. As a matter of fact in 1893 the C. P. R. contributed \$4,201.42 to surveying and laying out Nelson streets, but that had nothing to do with the sewers.

Hon. Mr. Eberts presented the return asked for by Mr. McGregor, with reference to J. H. Simpson, Magistrate at Nanaimo. The return was ordered to be printed.

COMPANIES BILL.

Hon. Mr. Eberts moved the second reading of the bill "for consolidating in one act certain provisions usually inserted in acts with respect to the constitution of companies incorporated for carrying on undertakings of a private nature." He said that the provisions of this act are similar to those in the acts in England on the subject. These are the provisions which stand upon the English statute books to-day and govern the public companies operated in England. They supply useful and complete clauses for the internal government of companies. The bill is referred to in the Water Clauses Consolidation Act and it is contemplated and expected that companies which are incorporated for carrying on any business mentioned therein will adopt the provisions of this act.

Bill read a second time.
Report from the committee of the whole on the West Kootenay Power and Light Co. bill was adopted.

GAME PROTECTION.

The House went into committee on the Game bill. Mr. Macpherson in the chair. An amendment was adopted extending the close season for ducks from the 31st January to 31st March. Another amendment prohibits the sale of the heads of mountain sheep for five years and provides that no sportsman may kill more than three mountain sheep in one season, instead of five as formerly. The

committee reported the bill complete with amendments.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Wednesday, 31st March, 1897.

Two o'clock, P. M.

Prayers by the Rev. W. D. Barber.

Mr. Speaker laid before the House a letter from R. T. Daniel, President of "The Trail Water Supply Company," in reply to objections in Petition presented against "The Trail Water Company's" Bill.

Received and referred to the Private Bills Committee.

On the motion of Mr. Kellie, Bill (No. 51) intituled "An Act to amend the 'Tramway Company Incorporation Act, 1895,'" was introduced and read a first time.

To be read a second time on Friday next.

On the motion of Mr. Kellie, Bill (No. 52) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was introduced and read a first time.

To be read a second time on Friday next.

On the motion of Mr. Kennedy, Bill (No. 53) intituled "An Act to amend the 'Poison Act,'" was introduced and read a first time.

To be read a second time on Tuesday next.

The Order for the third reading of Bill (No. 10) intituled "An Act to Incorporate the West Kootenay Power and Light Company, Limited," was called.

Mr. Forster moved, seconded by Mr. Smith,—

That the order for the third reading be discharged, and the Bill be recommitted on Friday next, for the purpose of striking out clause 40.

Carried.

Mr. Kidd asked the Hon. the Chief Commissioner of Lands and Works the following questions:—

1. Is it true that the Government has made, or promised to make, some modification in the terms and conditions in the leases of the *Burnaby Small Holders*?
2. If so, what modification has been made, or promised to be made?

The Hon. Mr. Martin replied as follows:—

"The Government have the matter under negotiation."

Mr. Kennedy asked the Hon. the Minister of Education the following questions:—

1. Is there a school called "*Campbell's Creek School*" (or some such name), between *Kamloops* and *Ducks*?
2. Has there been any trouble in getting teachers to take charge of such school?
3. Has such school shown an actual daily attendance of *ten*, as required by the Act?
4. If not, why has said school not been closed?

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The Hon. Colonel Baker replied as follows:—

- "1. Yes.
- "2. Not to my knowledge.
- "3. No.

"4. It being an assisted school, an average actual daily attendance of ten is not demanded by the School Act."

Mr. Hume asked the Hon. the Minister of Mines the following questions:—

1. Did the Government instruct the Gold Commissioners of *East Yale* or *West Kootenay* not to grant any water rights in the above districts?
2. If so, what date were such notices sent out?
3. Has the Government, or any of its agents, made any water grants in the above districts?
4. If so, to whom, and the amount in inches, and the date of such grant or grants?

The Hon. Colonel Baker replied as follows:—

- "1. Yes, without the consent of the Lieutenant-Governor in Council.
- "2. 8th of March, instant.
- "3. Yes; in the District of *West Kootenay*.

"4. 'Reco' and 'Noble Five' mining companies, 200 inches each, on the 13th instant; *F. Aug. Heinze*, 1,200 inches, on the 29th instant.

"Applications by the aforesaid were made to the Gold Commissioner for the district several months previous to the 8th instant."

Bill (No. 44) intituled "An Act to Incorporate the Nanaimo-Alberni Railway Company," was again committed.

Reported complete without amendment.

Report adopted.

Bill read a third time and passed.

Bill (No. 19) intituled "An Act to amend the Cariboo Railway Company's Consolidated Act, 1894," was again committed.

Reported complete with amendments.

Report to be considered to-morrow.

The Hon. Colonel Baker presented the Provincial Asylum for the Insane.

The Report on Bill (No. 28) intituled "Railway Transfer Company," was adopted. Bill read a third time and passed.

Bill (No. 25) intituled "An Act to amend the Railway Company Act, 1894," was reported complete without amendment. Report to be considered to-morrow.

Bill (No. 26) intituled "An Act to amend the Railway Company Act, 1894," was reported complete without amendment. Report to be considered to-morrow.

Bill (No. 50) intituled "An Act to amend the Acts with respect to the Undertakings of a Public Nature," was reported complete without amendment. Committee to sit again to-morrow.

Bill (No. 46) intituled "An Act to amend the Taku Inlet to Teslin Lake," was reported complete without amendment. To be committed to-morrow.

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Resolved, That the House, at

And then the House adjourned.

NOTICE

By Mr. Forster—On Friday next, the House will consider the

Has any action been taken in return dealing with the matter of the *Esquimalt and Nanaimo* between the mouth of *Courtney* and *Isle*?

By Mr. Forster—On Friday next, the House will consider the *Coal Mines* situated on lands comprised in the *Grant*. If so, are the said dwelling houses assessed for taxes? If not, why not?

By Mr. Forster—On Friday next, the House will consider the *Is it a fact that No. 5 Sh* outlet? If so, is he aware that more than twenty persons have been given by the Minister of Mines? Under what section or subsection has permission been given?

By Mr. Forster—On Friday next, the House will consider the *What is the assessed value of the *Comox*?*

Mr. Helmcken to move, in Council and Light Company, that the Corporation be exempt from the operation of the *Lots 205, 205A, 205B, 206, and 207*.

Mr. Helmcken to move, on Council and Eastern Railway, to

By Mr. Hume—On Friday next, the House will consider the *That a respectful Address be presented to the Government, or any member thereof, in connection with the "Noble Five Mining Co.," and together with particulars of condition of same.*

(b.) Any correspondence as to January, 1897, and any reports in the general question of water reclamation.

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Mr. Helmcken to move, on Council and Westminster Railway

On Friday next—
Mr. Helmcken to ask leave to introduce the *Electrical Voters Act* and the *Electrical Franchise Act* extending to Women the franchise.

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Columbia.

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1897

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The Hon. Colonel *Baker* presented the Annual Report of the Medical Superintendent of the Provincial Asylum for the Insane.

The Report on Bill (No. 28) intituled "An Act to Incorporate the Vancouver-Nanaimo Railway Transfer Company," was adopted.
Bill read a third time and passed.

Bill (No. 25) intituled "An Act to amend the 'Victoria, Vancouver, and Westminster Railway Company Act, 1894,'" was committed, with Mr. *Rogers* in the Chair.
Reported complete without amendment.
Report to be considered to-morrow.

Bill (No. 26) intituled "An Act to amend the 'Delta, New Westminster and Eastern Railway Company Act, 1894,'" was committed, with Mr. *Stoddart* in the Chair.
Reported complete without amendment.
Report to be considered to-morrow.

Bill (No. 50) intituled "An Act for consolidating in one Act certain Provisions usually inserted in Acts with respect to the Constitution of Companies incorporated for carrying on Undertakings of a Public Nature," was committed, with Mr. *Smith* in the Chair.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 46) intituled "An Act to authorise the Yukon Mining, Trading and Transportation Company (Foreign) to construct a line of Railway from the head of Steamboat Navigation on Taku Inlet to Teslin Lake," was read a second time.
To be committed to-morrow.

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Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 4:35 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. *Forster*—On Friday next—Questions of the Hon. the Chief Commissioner of Lands and Works—

Has any action been taken by the Government since the date (April 16th, 1896) of the Return dealing with the matter presented to the House last Session in respect to the application of the *Esquimalt and Nanaimo Railway Co.* for a grant of 86,346 acres of land lying between the mouth of *Courtney River (Comox District)* and *Seymour Narrows* ?
If so, what ?

By Mr. *Forster*—On Friday next—Questions of the Hon. the Minister of Finance—
Are the dwelling houses and buildings used in connection with the operation of the *Union Coal Mines* situated on lands comprised within the *Esquimalt and Nanaimo Railway Land Grant* ?
If so, are the said dwelling houses and buildings, and the land on which they are situate, assessed for taxes ?
If not, why not ?

By Mr. *Forster*—On Friday next—Questions of the Hon. the Minister of Mines—
1. Is it a fact that No. 5 Shaft at the *Union Coal Mines (Comox District)* has but one outlet ?
2. If so, is he aware that more than twenty persons are employed on each shift ?
3. If more than twenty persons are employed per shift in the said shaft, has permission been given by the Minister of Mines for the employment in such shaft of more than twenty persons ?
4. Under what section or sub-section of the "Coal Mines Regulation Act" has such permission been given ?

By Mr. *Forster*—On Friday next—Question of the Hon. the Minister of Finance—
What is the assessed value of the railway, plant, and coke ovens of *Union Colliery Co., Comox* ?

Mr. *Helmcken* to move, in Committee of the Whole on Bill No. 10 (West Kootenay Power and Light Company), that the Committee be instructed to consider and to insert the following as a new section, viz. :—
"Lots 205, 205A, 205B, 206, and 206A, West Kootenay District, are hereby declared to be exempt from the operation of this Act."

Mr. *Helmcken* to move, on consideration of the Report on Bill No. 26 (Delta, New Westminster and Eastern Railway), to strike out section 5 of the said Act.

By Mr. *Hume*—On Friday next—
That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House any correspondence with his Government, or any member thereof, in regard to the applications of the "Reco Mining Co.," "Noble Five Mining Co.," and *A. Heinze's* company for record of water in *West Kootenay*, together with particulars of conditions upon which any such record has been granted, and the extent of same.

(b.) Any correspondence as to any such applications from any other persons since 1st January, 1897, and any reports in regard to same or any other applications, or in regard to the general question of water records, from any Government official or any other person.

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Mr. *Helmcken* to move, on consideration of the Report on Bill No. 25 (Victoria, Vancouver and Westminster Railway), to strike out section 5 of the said Act.

On Friday next—

Mr. *Helmcken* to ask leave to introduce a Bill intituled "An Act to amend the 'Provincial Voters Act' and the 'Election Regulation Act' (and any Acts amending said Acts), by extending to Women the franchise of voting."

THIRTY-FIFTH DAY.

WEDNESDAY, March 31, 1897.

The Speaker took the chair at 1 o'clock.

Prayers by Rev. W. D. Barber.

The clerk read a letter from Mr. R. T. Daniels, secretary to the Trail Waste Company, which protested against a petition presented to the house asking that a private bill should not be given to the company. The letter stated that the petition complained of was presented with a view to prejudice the legislature against the company. The company, it was added, did not ask for any exclusive privileges in the bill and had no intention of doing so.

On the motion for the third reading of the West Kootenay Power & Light Co. bill, Mr. Forster moved that the order be discharged and the bill recommitted for the purpose of striking out clause 28.

Mr. Kellic said no bill in the house gave so much power as this, and he wanted the bill postponed for a few days. Clause 29, he said, gave the company practically unrestricted power over the whole of Kootenay, and ought never to have been passed.

Mr. Forster's motion was carried, and the bill was recommitted for Friday.

Dr. Walkem, as a question of privilege, called attention to the fact that three departmental reports were not yet down.

The Premier—"Which departments are they?"

Dr. Walkem said the Minister of Agriculture had not sent down his report, and the report of the Superintendent of the Insane was not down yet.

Hon. Premier Turner said it was not necessary to have an annual report of the department of agriculture. Several hon. members especially asked the question last year, and it was discussed while the budget debate was going on. It did not in any way affect the estimates, and the hon. member simply wanted to get hold of a complaint for to-morrow.

Mr. Cotton—What's the other report? Dr. Walkem—I don't remember (Laughter.)

Hon. Col. Baker said the insane asylum report would be presented that day. As the hon. member well knew and as all the members were aware, the superintendent met with a very sad and serious loss, and he wrote to say that his report would be delayed for a short time for that reason. It was now ready.

Dr. Walkem said the other report not down was the survey report.

Hon. Col. Baker presented the report of the superintendent of the asylum for the insane. In that report, Dr. Hodgkinson, the superintendent, stated that during the year ended December 31, 1896, there were treated at the asylum 224 patients, of whom 180 were males and 44 females. There remained in residence at the end of the year 171, of whom 142 were males and 29 were females. The new admissions during the year were 64, which was two more than in 1896. The patients discharged numbered 45, of whom 23 had recovered—being 55.91 of the admissions—22 were discharged as improved, 6 were still on probation and 3 were unimproved. The superintendent mentioned that five patients were sent home to their friends in England, and he remarks: "All these cases were illustrations of a practice too much in vogue in Great Britain of shipping off to the colonies weak-minded young persons who are unmanageable at home and unable to make a career for themselves, or earn a livelihood there." He remarked that if patients of their kind were unable to steer a straight course in the old country with the assistance of their friends, how less likely was it that when left to themselves they would be unable to cope with the struggles and difficulties of colonial life. The five cases mentioned were typical examples of the most undesirable class of immigrants it was possible to conceive. Such persons, who were sent out to be got rid of, were totally unfit for the battle of colonial life, and naturally gravitated into the asylum, swelling the ranks of the already too numerous lunatics, and adding to the pecuniary burden of the province. It was hard upon the colonies that the mother country should ship off those "waste and strays," those victims of "borderland insanity" to become confirmed lunatics, and to be maintained at the expense of the community. The question of the feasibility of sending such patients back to their own parishes in the United Kingdom

was the worthy of serious consideration. There were also deaths during the year, but no suicides. Several patients tried to escape, but were retaken. A padded room was now almost completed. The monthly cost per head last year was \$15.80 or 87 cents less than in 1895. The average for the past seven years is \$16.16. The total expenditure for the year was \$34,065.80; \$3,741 was received from paying patients.

Mr. Kellie returned to this subject later in the day, asking the Minister of Mines whether in granting 1,300 inches of water to Mr. F. A. Heinze he had protected the interests of the town of Trail and the Trail Water Company which had put in works.

Hon. Col. Baker had no objection to answering the question but he did not want it to be taken as a precedent for ministers being called upon to answer questions on the spur of the moment. He would have been pleased to give the hon. member the information if he had gone privately to him. He thought he would be quite satisfied that what the government had done in this matter would be entirely in the interests of the public.

The house went into committee on the Nanaimo-Alberni Railway Company's bill, Mr. Rogers in the chair. The bill was reported complete without amendments and the report was adopted. The bill was read a third time and passed.

The Cariboo Railway Company's bill was again considered in committee, Mr. Graham in the chair. An amendment was adopted giving the Lieutenant-Governor in Council in place of the assembly the right of approving the route.

Hon. D. M. Eberts moved as an amendment to strike out the clause binding the company to deposit a security construction bond of \$2,000. Carried.

The committee rose and reported the bill complete with amendments.

The report of the Vancouver-Nanaimo Railway Transfer bill was adopted and the bill was read a third time and passed.

The house then passed through committee, without amendment, the Victoria, Vancouver and Westminster Railway bill and the Delta, Westminster and Eastern Railway Amendment bill.

The house went into committee on the Companies Clauses Consolidation bill, Mr. Smith in the chair. Before the chairman started on the usual reading of the clauses Hon. Mr. Eberts said it would save much public time if the house would agree to the clauses being taken as read. They were exactly the same as they stood in the English act. He had had the bill very carefully examined clause by clause to see that there were no mistakes.

Mr. Semlin agreed to that course if the Attorney-General would take all responsibility for anything which might be found to be inaccurate in the bill.

Hon. Mr. Eberts cheerfully assented to this. He mentioned that this bill, the water bill and the companies' bill would not be finally passed until the end of the session, in order that hon. members might properly examine them. The government were anxious to have the measures thoroughly discussed, and wished them approved by both sides of the house. (Hear, hear.)

The 197 clauses were put through, but as the preamble requires a little change the committee rose and reported progress and asked leave to sit again.

Capt. Irving moved the second reading of the Yukon Mining, Trading and Transportation Company's Taku Inlet-Taku Lake Railway bill.

Carried.

The house adjourned at 4:40 p.m.

DEBATED REPORTS.

Dr. Walkem rose to a question of privilege and said that there were three departments which had not brought down reports this year and it was certainly treating the house like a machine to ask the house to vote supply without informing the members of the condition of these departments.

RECOMMITTED.

The West Kootenay Power & Light Co. bill coming up for third reading, Mr. Forster moved that the order be discharged and the bill recommitted for the purpose of striking out the anti-claims clause.

Mr. Kellie wished to point out that this company were granted extraordinary powers of expropriation. The com-

pany were granted power to take any land they chose without any restrictions whatever. His attention had only been called to the matter, and he considered it in the public interest that the bill should be amended.

The order for the third reading was discharged, the bill was recommitted, and then the consideration of the bill was further adjourned until Friday in order to allow Mr. Kellie or any other member an opportunity to give notice of amendments.

The Cariboo Railway bill was again considered in committee with Mr. Graham in the chair. The bill was amended so that the Lieut.-Governor-in-Council instead of the legislature should approve of the point of departure of the road. Such point must be determined within two years.

Mr. Eberts moved to strike out this clause: "The company shall, within six months from the passage of this act, deposit with the provincial government of British Columbia a bond for the sum of two thousand dollars, not as a penalty, but as liquidated and ascertained damages, due to Her Majesty in the right of the province of British Columbia, in case of default conditional that actual construction shall be commenced and prosecuted on the line of railway hereby authorized within the time specified."

Mr. Williams protested against striking out the clause. The company had been before the legislature for six or seven years and it was time that the company put up some guarantee that they intended to do something.

Mr. Booth supported the striking out of the clause. The company should not be hampered.

Mr. Stoddart said that the fact that the charter being over the district for six or seven years was a drawback to the province. It was time that the company's roving commission should cease and the company be compelled to do something definite.

Mr. Macpherson also protested against the striking out of the clause. This company had fooled the legislature long enough and the house should no longer encourage them in hawking the charter about the country without any intention of building the road.

Messrs. Rogers and Adams supported Mr. Eberts' amendment and Messrs. Semlin, Sward and Dr. Walkem strongly opposed the amendment.

The clause was then struck out by a vote of 12 to 11.

The committee rose and reported the bill complete with amendments.

TRAIL WATER.

Mr. Kellie, rising to a question of privilege, referred to the answer given by the minister of mines that 1,300 inches of water had been granted to Auguste Heinze in Trail. He would like to know if the interests of the people and the Trail Water Co. had been safeguarded.

Hon. Col. Baker replied that it would be more satisfactory if Mr. Kellie had put his question on the order paper. It would be a dangerous practice to allow members to ask ministers questions on the spur of the moment. If Mr. Kellie went to him privately, however, he was sure that he could tell him that the

rights of the people were entirely protected.

COMPANIES CLAUSES.

The house went into committee with Mr. Smith in the chair for the purpose of considering the Companies Clauses Consolidation bill. Hon. Mr. Eberts stated that the bill was copied from an English measure and that it would save time if its 197 clauses and schedules were taken as read.

Mr. Semlin said this was a very dangerous course to pursue, but if the Attorney-General was willing to assume responsibility for the measure he would offer no objection.

All sections were then passed and the committee rose and reported progress.

INSANE ASYLUM.

Dr. Bodington's annual report of the Provincial Insane Asylum was presented by Hon. Col. Baker yesterday. The superintendent states that during the year ended December 31, 1896, there were treated at the asylum 228 patients, of whom 180 were males and 48 females. There remained in residence at the end of the year 171, of whom 142 were males and 29 were females. The new admissions during the year were 64, which was two more than in 1895. The patients discharged numbered 48, of whom 23 had recovered—

being 35.94 of the admissions—22 were discharged as improved, 6 were still on probation and 3 were unimproved. The superintendent mentioned that five patients were sent home to their friends in England, and he remarked: "All these cases were illustrations of a practice too much in vogue in Great Britain of shipping off to the colonies weak-minded young persons who are unmanageable at home and unable to make a career for themselves, or earn a livelihood there." He remarked that if patients of their kind were unable to steer a straight course in the old country with the assistance of their friends, how less likely was it that when left to themselves they would be unable to cope with the struggles and difficulties of colonial life. The five cases mentioned were typical examples of the most undesirable class of immigrants it was possible to conceive. Such persons, who were sent out to be got rid of, were totally unfit for the battle of colonial life, and naturally gravitated into the asylum, swelling the ranks of the already too numerous lunatics, and adding

to the pecuniary burden of the province. It was hard upon the colonies that the mother country should ship off those "waifs and strays," those victims of "borderland insanity," to become confirmed lunatics, and to be maintained at the expense of the community. The question of the feasibility of sending such patients back to their own parishes in the United Kingdom was one worthy of serious consideration. There were nine deaths during the year, but no suicides. Several patients tried to escape, but were retaken. A padded room was now almost completed. The monthly cost per head last year was \$15.80, or 87 cents less than in 1895. The average for the past seven years is \$16.16. The total expenditure for the year was \$34,065.80; \$3,741 was received from paying patients.

World Apr. 1-97.

VICTORIA, March 31.—More private members' bills were disposed of during the afternoon session and so satisfactory was the progress made that the Companies' Clauses bill a Government measure, was also put through committee. This act is the same as the English act governing companies and while it was being rushed through the House there was barely a quorum present. After the measure had been well advanced the House rose because there was no business it could go on with. Hon. Mr. Martin-to-day told Mr. Kidd that the Government were considering whether they could make some modifications in the terms in the leases governing the Burnaby small holdings. The budget speech will be delivered to-morrow, and it is understood that the Premier will declare the Government's railway policy at the same time.

Dr. WALKEM rose to a question of privilege and complained that three departmental reports were not down yet. One was that of the Minister of Agriculture and another that of the Lunatic Asylum.

Hon. Mr. TURNER remarked that last year at the budget debate the matter of whether there should be an agricultural report or not had been fully discussed and it was decided that the report should not be issued. There was no report last year.

Hon. Col. BAKER said the lunacy report was coming down that day. The Superintendent of the Asylum for the Insane had, as the hon. member knew, met with a very sad and serious loss and had stated that his report would be delayed in consequence. The report was now ready.

Several hon. members: What is the other report?

Dr. WALKEM said at first amid laughter that he did not recollect; but afterwards stated that it was the Survey report.

On the motion of the third reading of the West Kootenay Power and Light Company bill Mr. FORSTER moved that the order be discharged and the bill recommitted for the purpose of striking out clause 4.

Mr. KELLIE wanted the bill laid over for a day or two so that section 29 could be amended. The powers conveyed by that clause were, he said, altogether too great. The bill was recommitted for Friday.

The Cariboo Railway Company's bill was again considered in committee, Mr. Graham in the chair.

Hon. Mr. EBERTS moved to strike out the clause binding the company to deposit a bond of \$2,000 that work be commenced within 12 months of the passing of the bill. This was carried and the committee rose and reported the bill complete with amendments.

The report of the Vancouver-Nanaimo Railway Transfer bill was adopted and the bill was read a third time and passed.

Mr. KELLIE asked the Minister of Mines whether he had protected the interests of the town of Trail and Trail Water Company which had put in works. He was anxious to know whether the water given to Mr. Heinze affected these.

Hon. Col. BAKER thought the member would be quite satisfied that what the Government had done would be entirely in the interests of the public.

The House went into committee on the Companies Clauses Consolidation bill, Mr. Smith in the chair. The sections and the schedules were passed, but there was a little difficulty over the preamble and the committee rose and reported progress and asked leave to sit again.

Hon. Col. BAKER presented the report of the Superintendent of the Asylum for the Insane. In that report, Bodington, the superintendent, stated that during the year ended December 31, 1896, there were treated at the asylum 228 patients, of whom 180 were males and 48 females. There remained in residence at the end of the year of whom 142 were males and 29 females. The new admissions during the year were 64, which was two more than in 1895. The patients discharged numbered 48, of whom 23 had recovered—being 35.94 of the admissions—22 were discharged as improved, 6 were still on probation and 3 were unimproved. The superintendent mentioned that five patients were sent home to their friends in England, and he remarked: "All these cases were illustrations of a practice too much in vogue in Great Britain of shipping off to the colonies weak-minded young persons who are unmanageable at home and unable to make a career for themselves, or earn a livelihood there." He remarked that if patients of their kind were unable to steer a straight course in the old country with the assistance of their friends, how less likely was it that when left to themselves they would be able to cope with the troubles and difficulties of colonial life. The five cases mentioned were typical examples of the most undesirable class of immigrants it was possible to conceive. Such persons, who were sent out to be got rid of, were totally unfit for the battle of colonial life, and naturally gravitated into the asylum, swelling the ranks of the already too numerous lunatics, and adding to the pecuniary burden of the province. It was hard upon the colonies that the mother country should ship off those "waifs and strays," those victims of "borderland insanity," to become confirmed lunatics, and to be maintained at the expense of the community. The question of the feasibility of sending such patients back to their own parishes in the United Kingdom was one worthy of serious consideration. There were nine deaths during the year but no suicides. Several patients tried to escape, but were retaken. A padded room was now almost completed. The monthly cost per head last year was \$15.80, or 87 cents less than in 1895. The average for the past seven years is \$16.16. The total expenditure for the year was \$34,065.80; \$3,741 was received from paying patients.

News Advertiser Apr.

THIRTY-FIFTH DAY—WEDNESDAY.

Victoria, March 31.—The House met at 2 p. m., and prayers were read by W. D. Barber.

Mr. Kellie presented a letter pointing out that the petition presented by the Trail Water Supply Co. had ground for its representations, and asking that the bill be passed. The letter was signed by R. G. Daniels, secretary of the Trail Water Supply and was referred to the Private Committee.

Hon. Mr. Martin, in answer to Mr. Kidd, said that the Government under negotiation the matter of some modification in the terms and conditions of the leases of the Burnaby small holdings.

Hon. Mr. Baker, in answer to Kennedy, said that there is a school called Campbell's School between Kam and Ducks. He did not know of trouble in getting teachers for it, but only an assisted school as a daily attendance of 10 is not required by the School Act.

The West Kootenay Power and Light Co. bill was recommitted for the purpose of considering certain amendments to be moved at a future date.

Dr. Walkem reported very severe and reports from departments have been yet presented—these included reports of the Minister of Agriculture on the Lunatic Asylum and Crown Lands report. Hon. Mr. T.

burden of the province. In the colonies that the ship off those, those victims of city, to become and to be maintained at the community. The feasibility of sending back to their own parish. The Kingdom was one consideration. There was during the year, but several patients tried to be retained. A padded almost completed. The head last year was less than in 1805. In the past seven years the total expenditure for \$4,005.80; \$3,741 was by patients.

M rose to a question and complained that three of the projects were not down on the list of the Minister of Agriculture. Whether that of the Lunenburg area or not, he did not know. WERNER remarked that the budget debate the morning after there should be an answer as to whether or not had been funded. It was decided that the report was to be issued. There was a vote.

members: What is
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Mr. ROSTER mo
was discharged and
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June 40.

Railway Company's
ordered in committee
chair.

in England, and he remarked: "In these cases were illustrations of a practice too much in vogue in Great Britain of shipping off the colonies weak-minded young persons who are unmanageable at home and unable to make a career for themselves, or earn a livelihood there." He remarked that if sent to a straight course in the colony with the assistance of their friends, how less likely was it that when left to themselves they would be able to cope with the troubles and difficulties of colonial life. The flu-

ews Advertiser of

Dr. Walkem inquired why several annual reports from departments had not been yet presented—these include report of the Minister of Agriculture on the Lunatic Asylum and Crown Lands report. Hon. Mr.

Hon. Mr. Baker presented the annual report on the Insane Asylum.
The House adjourned at 4.35.

Mr. Booth presented the Twenty-third Report from the Private Bills Committee, as follows:—

Colonist Apr 29

LEGISLATIVE COMMITTEE ROOM,
April 1st, 1897.

MR. SPEAKER:
Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—
That owing to Bill (No. 45) not yet having passed through the House, your Committee is of the opinion that the time limited for the reception of Reports should be extended for two weeks from the 3rd day of April, instant, and that the Rules should be suspended for that purpose, and your Committee recommend the same accordingly.

J. P. BOOTH,
Chairman.

The Report was adopted.

2 1ST APRIL 1897

MR. RITHET presented the Third Report from the Public Accounts Committee, as follows:—
LEGISLATIVE COMMITTEE ROOM,
1st April, 1897.

MR. SPEAKER:
Your Select Standing Committee on Public Accounts beg leave to report as follows:—
That your Select Committee met this morning, when the following returns asked for were submitted, viz.:
1. Amount and rate realized of British Columbia 3% Inscribed Stock sold by Sinking Fund Trustees, and brought to account as revenue for fiscal year ending 30th June, 1896.
2. Statement shewing details of sinking fund investments in British Columbia Inscribed Stock, Loans of 1877, 1887, 1891-3-5.
All of which are respectfully submitted.

R. P. RITHET,
Chairman.

The Report was received.

AMOUNT AND RATE REALIZED OF BRITISH COLUMBIA 3% INSCRIBED STOCK SOLD BY SINKING FUND TRUSTEES, AND BROUGHT TO ACCOUNT AS REVENUE FOR FISCAL YEAR ENDING 30TH JUNE, 1896.

DATE.	AMOUNT SOLD.	RATE.	AMOUNT REALIZED.
June 18th, 1896	£13,096 9s.	103½	£13,571 3s. 11d.

LOAN 1877.

Date.	Stock Purchased.	Rate.	Amount Invested.		Brokerage.
			Sterling.	Currency.	
June, 1896	£2,031 14s. 4d.	102½	£2,082 10s. 2d.	\$10,100 16	\$24 90
January, 1897	1,843 3 9	101½	1,875 8 10	9,095 89	22 67

LOAN 1887.

June, 1896	£1,213 4s. 0d.	102½	£1,243 10s. 7d.	\$6,031 11	\$14 98
January, 1897	1,306 17 5	101½	1,227 19 9	5,955 74	14 91

LOANS 1891-3-5.

June, 1896	£5,127 2s. 1d.	102½	£5,255 5s. 7d.	\$25,488 10	\$62 46
January, 1897	5,288 9 4	101½	5,381 0 3	26,097 91	64 50

The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.

The said Message was read by Mr. Speaker, and is as follows:—
E. DEWDNEY,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works," and recommends the same to the Legislative Assembly.

Government House,
1st April, 1897.

60 VICT. 1ST APRIL 3

Ordered, That the said Message, and the Bill accompanying the same, be forthwith referred to a Committee of the Whole.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 54) intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works."

Mr. Booth, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.
Bill introduced and read a first time.
To be read a second time on Monday next.

The Hon. Mr. Martin presented the Crown Lands Surveys Report for the year 1896.

THIRTY-SIXTH DAY.
THURSDAY, April 1, 1897.
The Speaker took the chair at 2 o'clock.
Prayers by Rev. W. D. Barber.
Hon. Mr. Martin presented the Surveyor-General's annual report.
Mr. Bryden presented a petition from a number of anglers asking that the trout-fishing season be extended to November 15.
Mr. Booth, as chairman of the private bills committee, reported that with reference to the petition of E. O. Iseeton, A. Drucker, C. H. Wilkison and E. E. Billingham, dated March 28, the committee were of opinion that owing to the great importance to the province of the projected railway from the head of Lynn canal to the boundary, leave should be granted to above named to present a petition for a bill incorporating them as a public company for the purpose mentioned notwithstanding that the time limited for receiving petitions had expired. The committee recommended that the standing orders be suspended accordingly.
Mr. Booth also presented a report from the same committee recommending that as the Water bill had not yet been passed, the time limited for the reception of reports should be extended for two weeks from April 3 and that the rules be suspended accordingly.
Mr. Rithet presented the third report of the public accounts committee.
Hon. Mr. Turner presented a message from the Lieutenant Governor transmitting a bill authorizing a loan of \$2,500,000 to aid in constructing railways and other public works. After the formal motion of considering the message in committee the bill was read a first time.
Mr. Semlin asked for an explanation of the bill.
Hon. Premier Turner said the more satisfactory course would be to have the bill distributed so that members could study its provisions. He felt sure honorable members on both sides of the house would heartily endorse the measure.
Hon. Finance Minister Turner, in moving the usual motion for the house to go into committee of supply, said: "Mr. Speaker: I have the honor, for the tenth year in succession, to make the preliminary motion for Committee of Supply. On the last occasion, which was in March 1896, and also in 1895, I had a far more difficult task than I have to-day, as there had then to be faced the hard fact that the revenue, to say the least, was not very progressive; and though there were indications last year that matters were changing in the province and that the revenue would be improving, still, sir, there was an element of uncertainty about it that was likely, if not very carefully investigated, to promote pessimistic ideas. It evidently had that effect on the gentlemen who composed Her Majesty's loyal opposition, for if you turn to their speeches you will find that they prophesied dire disaster. Owing to their distorted view of the situation, they convinced themselves that by the 30th June, 1896, the government would not only have expended all the revenue but, in addition, all the balance of the loan, and have gone into debt besides to some hundreds of thousands of dollars. (Cheers.)
"Well, sir, it must be most gratifying to them as well as to the government to find on looking at the accounts that it is not half so bad after all; that instead of the province being hard up on the 30th June last, it had a good round sum to begin the current year with, and farther, that it is certain now that a large amount will still stand to the good on the 30th June next to begin the next financial year with. (Cheers.) I have usually, sir, at this point, reviewed the public accounts for the last financial year which are annually presented, but to-day I think it is hardly necessary to do so at any length. They show that the revenue was \$688,765, or some \$46,124 less than the estimate made in January, 1896. The shortage was much more than accounted for by the fact that the land sales were \$116,000 less than estimated. This is largely owing to arrears of long standing not having been got in as was hoped. The government did not wish to press unduly those who were in arrears. Other lines of revenue, however, notably mining receipts, increased so much that the total result is as just stated, only some \$46,000 less than the estimates. On the other side of the account, the actual expenditure was \$1,701,309. This is apparently \$365,000 over the amount voted by the house, but such is not really the case. The expenditure

Order of the Day read for the
The Hon. Mr. Turner moved
"That Mr. Speaker do now
A debate arose, which was,
Resolved, That the House, at
Mr. Booth presented a Petition
Canal Railway.
Received and referred to the
And then the House adjourned

NOTICE

Mr. Helmcken to move, on the
Lulu Island Railway), that the
the purpose of striking out section

By Mr. Helmcken—On Motion
That an humble Address be
him to move the Dominion Government is fully impressed with
to representation in the cabinet
respectfully submits that effect
Government by the appointment

Mr. Kellie to move, in Committee
and Light Company), that the Commission
amendment:—
To add to section 29 the following
"Provided, always, that if
such entry and expropriation of
gravel, sand and materials as affect
Supreme Court, who, upon hearing
expropriation or taking of timber
purposes of the said undertaking
with such expropriation or taking

4

By Mr. Helmcken—On Motion
Whereas by virtue of 58 and
Potlatch was prohibited:
And whereas the Indians have
of such law is likely to cause serious
Be it therefore Resolved, That
Lieutenant-Governor requesting
Dominion of Canada as will result
the said Statute as prohibits the
unmolested.

then provided for by vote was \$1,837, the difference had been provided for by statute, it being up of the payment on parliament's account, and the first year's estimate and sinking fund on the 1895. In addition the sum of \$48,325 was expended on roads, streets and bridge urgent works, as provided by supplementary estimates passed last year, the other hand the expenditure in lines was considerably less than the voted. Thus for civil government the expenditure was less than the sum voted by \$5,000; there was \$ less paid for administration of salaries, and about \$9,000 less for administration of justice than the vote provided. There were some other differences. These are all clearly forth in the public accounts.
"Turning now, sir, to the current from 30th June, 1896, to the 30th next, the revenue was estimated amount to \$1,168,798. I may confidently say that it will amount considerably more. This is pretty clearly shown by the account already before the house of the revenue for first six months up to the 31st Dec last. This amounts to \$509,439, at that sum there appears only \$33,327 in for taxes for the well known fact that taxes are not paid until January each year. The amount of these taxes—even if only the same as paid last year—will be \$232,000, thus making a total of \$1,278,578. No, however some deductions will have to be made from this on account of certain lines of revenue such as timber licence royalty, mining receipts, Chinese restriction tax which may not be realized so much in the current half year as in the last half year referred to in the statement. But after a

FORTY-SIXTH DAY.
 THURSDAY, April 1, 1897.
 Baker took the chair at 2

Rev. W. D. Barber.
Martin presented the Sur-
vivor's annual report.
He presented a petition from
the anglers asking that the
season be extended to

as chairman of the private
tee, reported that with refer-
edition of H. C. Beeton, A.
H. Wilkinson and E. E. E.
dated March 26, the com-
of opinion that owing to the
to the province of the
the head of
to the boundary, leave
anted to above named to
ition for a bill incorpo-
a public company for the
ntioned notwithstanding
limited for receiving peti-
red. The committee re-
hat the standing orders be
ordingly.

also presented a report
a committee recommend-
e Water bill had not yet
the time limited for the
ports should be extended
from April 3 and that the
nded accordingly.

presented the third report
accounts committee.

Turner presented a message from the tenant Governor transmitting a loan of \$2,500,000 for constructing railways and other public works. After the formal reading of the message in the assembly, a bill was read a first time. The speaker asked for an explanation of the bill. Mr. Turner said the more the assembly would have to the bill, the more so that members could understand its provisions. He felt sure hon- orable members on both sides of the aisle would heartily endorse the meas-

be Minister Turner, in
al motion for the house
mittee of supply, said:
I have the honor, for
in succession, to make
motion for Committee
the last occasion, which
1890, and also in 1895, I
difficult task than I have
had then to be faced the
the revenue, to say the
very progressive; and
ere indications last year
change in the provi-
revenue would be im-
r, there was an element
about it that was likely
investigated, to pro-
ideas. It evidently had
e gentlemen who com-
esty's loyal opposition,
to their speeches you will
prophesied dire disaster
distorted view of the
convinced themselves
June, 1896, the govern-
only have expended all
In addition, all the bal-
p, and have gone into
ome hundreds of thou-
(Cheers.)

must be most gratifying to the government to the accounts that it is her all; that instead of hard up on the 30th good round sum to be pay with, and further, now that a large amount to the good on the 30th in the next financial (ers.) I have usually, reviewed the public financial year which sent, but to-day I necessary to do so to show that the revenue me \$46,194 less than in January, 1867, much more than so the fact that the land l less than estimated. to or arrears of long ing been got in as war ment did not wish oes who were in ar of revenue, however, receipts, increased ex of result is as just \$46,000 less than the other side of the acpenditure was \$1,701, cently \$285,000 over y the house, but such e. The expenditure

Order of the Day read for the House to resolve itself into a Committee of Supply.

The Hon. Mr. *Turner* moved, seconded by the Hon. Mr. *Martin*,—

"That Mr. Speaker do now leave the Chair."

A debate arose, which was, on the motion of Mr. *Williams*, adjourned until to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

Mr. Booth presented a Petition from *H. C. Beeton* and others, for a Private Bill *re Lynn Canal Railway*.

Received and referred to the Private Bills Committee.

And then the House adjourned at 5:30 o'clock, p. m.

D. W. HIGGINS. *Speaker*

NOTICES OF MOTION.

Mr. *Helmcken* to move, on consideration of the Report on Bill No. 16 (Vancouver and Lulu Island Railway), that the Order for Report be discharged and the Bill recommitted, for the purpose of striking out section 6.

By Mr. *Helmcken*—On Monday next—

That an humble Address be presented by this House to the Lieutenant-Governor, praying him to move the Dominion Government that while this House is of the opinion the Dominion Government is fully impressed with the strong claims of this Province entitling this Province to representation in the cabinet of the Government of the Dominion of Canada, this House respectfully submits that effect should be given to such representation by the Dominion Government by the appointment of some representative from this Province at an early date.

Mr. Kellie to move, in Committee of the Whole on Bill No. 10 (West Kootenay Power and Light Company), that the Committee be instructed to consider and to insert the following amendment:—

To add to section 29 the following—

"Provided, always, that if the owner or owners of any of said lands objects or object to such entry and expropriation as above mentioned, or to the taking of the timber, stone, gravel, sand and materials as aforesaid, such owner or owners may apply to a Judge of the Supreme Court, who, upon hearing of the application, shall determine whether such entry and expropriation or taking of timber, stone, gravel, sand and materials are necessary for the purposes of the said undertakings by this Act authorised, and the company shall not proceed with such expropriation or taking of materials until such decision shall have been reached."

4 1ST APRIL 1897

By Mr. Helmcken—On Monday next—
Whereas by virtue of 58 and 59 Vict., ch. 35, s. 6, the Indian custom known as the Potlatch was prohibited:

And whereas the Indians have thereby become greatly disaffected, and the enforcement of such law is likely to cause serious trouble:

Be it therefore Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor requesting him to make such representation to the Government of the Dominion of Canada as will result in the immediate repeal of so much of the said section of the said Statute as prohibits the said custom and will allow the Indians to enjoy such custom unmolested.

then provided for by vote was \$1,510,357, the difference had been previously provided for by statute, it being made up of the amount on parliament buildings' account, the first year's interest and sinking fund on the 1895 loan. In addition the sum of \$48,825 was expended on roads, streets and bridges for urgent works, as provided by supplementary estimates passed last year. On the other hand the expenditure in some lines was considerably less than the sum voted. Thus for civil government salaries the expenditure was less than the sum voted by \$5,000; there was \$4,000 less paid for administration of justice salaries, and about \$9,000 for administration of justice than the sum provided. There were some other minor differences. These are all clearly set forth in the public accounts.

"Turning now, sir, to the current year from 30th June, 1896, to the 30th June next, the revenue was estimated to amount to \$1,183,798. I may confidently and safely say that it will amount to considerably more. This is pretty clearly shown by the account already laid before the house of the revenue for the first six months up to the 31st December last. This amounts to \$509,439, and in that sum there appears only \$83,327 paid in for taxes for the well known reason that taxes are not paid until June in each year. The amount of these to collect is only the same as paid in the last year, viz. \$522,000, thus producing a total of \$931,439. No doubt however some deductions will be made from this on account of certain lines of revenue such as timber leases, timber royalty, mining receipts and Chinese restriction tax which may probably not realize so much in the current half year as in the last half year referred to in the statement. But after all al-

lowances are made, it is evident that on the 30th June next there will be approximately in the neighborhood of \$280,000 on hand to commence the next year with, and probably a good deal more if no large addition to expenditure has subsequently to be made. (Cheers). I said last year that there would be about

\$90,000 to our credit on the 30th June next, but as I have already explained, the amount will be nearer \$50,000. This apparent discrepancy arises from the change in the sinking fund, the reference to the sinking fund, which enabled the trustees to transfer to the consolidated revenue of the province the sum of \$166,813 that appertained to the portion of the 1877 and 1887 loans paid off by conversion into 3 per cents, this new loan of course having its own sinking fund provided. On the other side of the account for this current year the estimate for expenditure is \$1,432,798. The expenditure for the half year to December 31 was \$323,508, and if the expenditure for the next half year amount to the same, the total will be fully \$500,000 beyond the vote. I notice that some of the local papers have already seized on this, I suppose in the way that "Fools rush in where angels fear to tread," and have proved to their own satisfaction, but probably not to that of any one else (Hear, hear) that the government has extravagantly expended, without any good cause. This shows either their ignorance or something much worse. They have entirely overlooked the fact, which they certainly should know, that the greater part of this expenditure, especially on public works, is always made in the first half year. They have also eagerly turned to the revenue for the first half year and have decided that it does not come up to half the amount that was

estimated for the whole year, there is the total revenue will be at least \$75,000 short. Adding this to over expenditure they make out that by the 30th June next there will be a total shortage of at least \$350,000. It is no use trying to convince prejudiced men of this error, so I shall not attempt it; but, as I have already explained, there will evidently be a handsome amount on the right side next June. (Cheers.)

“On turning to the estimates for the year, commencing 1st July next, which we propose to consider in committee, I will, I think, say, sir, that the revenue is placed at £1,568,039. This, I think, must be admitted to be a very conservative calculation, as it is only £124,000 over the estimate of the previous year (Hear, hear). There is, I think, little call for remark as to how this year's revenue is made up. The different items are partially based on the actual receipts for the past half year, which indicate pretty closely the possibilities. There is \$80,000 less allowed for land sales, as it is evident that the present year's amount is not likely to be realized. The mining receipts of all kinds are arrived at by the actual revenue steadily coming in from those sources, whilst the amount under the head of taxes is the actual sum assessed against property. The minor lines of revenue are several of them of such a nature that no proper estimate can possibly be made of them. I refer to such things as Chinese restriction tax, succession duty, probate fees, reimbursements, etc. Now, taking up the estimated expenditure for the same period, it will be found to amount to £1,503,073. You will notice that the vote for public debt is \$9,187 more than last year. This is owing to the fact that nothing was placed in last year's estimates for sinking fund on 1877 loan, and it is not known whether the Government are sinking fund standing in London to our credit would be transferred. It was considered advisable, however, to make the transfer, as from the working of the original act, even if we let this sum of £166,332 still stand in London, the same amount yearly would have to be remitted for sinking fund as is now shown in the estimates. The vote for civil government salaries is smaller by \$25,100, and administration of justice salaries is \$21,594 more than this year. This will be referred to again later on.

Mr. Cotton—It is simply kook keeping.

Hon. Mr. Turner.—Yes. Public institution maintenance is increased and amounts to \$48,990. This arises largely from changes in the civil government vote and will be explained later on. Hospitals and charities require \$1,600 more. The details in estimates will explain this. Administration of justice is \$6,700 more. This requires no comment as it is well known that the increase under this head goes on with the growth of the province. The increase of \$19,000 for education arises from the same cause. This vote is now \$242,111. It is evident that as the province gets more settled some change in the educational system must be introduced, probably in the direction of establishing school districts and paying a per capita rate or assessing direct for education, but there is a considerable difficulty about this arising from the great and sparsely settled sections of the province. It is impossible to compare our system with that of Ontario, as that province is almost entirely formed into municipalities. I do not know whether education is cheaper there, but I suppose it must be, for the conditions of this country make it impossible to carry on education in districts as in Ontario. I do not think, however, it is higher in proportion. (Hear, hear.) I think that as a whole we have a very admirable system of education, although it is a costly one. There is no other important head of increase excepting that of public works which stands at \$39,000 over last year. Some \$60,000 of this arises from the public buildings such as asylum for the insane, new jails and school houses, and \$80,000 for increase on roads. Each of these votes will have some addition in the supplementary estimates. Under miscellaneous the vote is \$9,000 over last year, the board of health now amounting to \$7,500, an increase of \$5,000, and advertising and stationery being \$4,500 more.

"Now, sir, I said I would go back to the civil government salaries to explain the position. These, as I just now stated, appear as \$25,164 less than in 1898-99. This reduction arises entirely from the re-arrangement of the departments. The salaries of the employees of lunatic as-

house and the printing office were formerly under this head. It has been felt for years that these were not correctly stated in our accounts. They are now placed under public institutions where they properly belong. It is evident that a lunatic asylum is a public institution as much as are the hospitals, whilst the printing office is virtually a business concern doing all the work of the government in a most perfect manner. It is, I may say, up to the times, equal, if not superior, to anything in that special line and always to be relied on, and is now almost paying its way. For 1896-7 the expenditure in this department was for salaries \$15,612, and for supplies \$14,246, or a total of \$29,858, and the receipts were \$11,190; whilst for the nine months of the present financial

year the expenditure has been \$26,512 and the revenue \$19,610, the net cost for the nine months being \$6,902, and there is a large stock of completed work and supplies on hand to the value of at least \$4,260. A local paper has suggested that the rearrangement of departments is cunning, and intended to deceive the public, and divert its attention from large increases in salaries. Now, sir, I can only say that this is altogether a false charge. As to the alleged large increase of salaries, this, on investigation, will be found as wrong as the other assertions referred to. Small advances have, it is true, been made to the salaries of old and tried employees of \$5 to \$15 a month, the total of all these advances in the civil government and administration of justice salaries is \$4,668, whilst the total of the advance under printing office and asylum is \$738, or in all \$5,406. For civil government and administration of justice salaries, there are ten new employees for the whole province provided for, the salaries amounting to \$7,512. A number of employees who have for years been on the temporary staff and paid under that head, are now placed on the regular vote, the total salaries being \$6,432. This is not an increase. There are 15 additional police whose salaries amount to \$11,900, making in all, including police and public institutions, \$23,316. This I consider a very moderate advance, taking into account the great increase of work in all departments, and the opening up of new districts where civil servants are required. In this connection I may state that the expenditure under the head of salaries continues to decrease in proportion to the revenue collected in the province. In 1887 the revenue raised in the province, that is to say deducting the fixed amount received from Ottawa, was \$386,101. The salaries then amounted to \$137,186, or over 35 per cent. of the revenue, whilst in 1896-7 the salaries were \$281,348, or just over 30 per cent. of the revenue, whilst for the incoming year this rate will be still less. If we leave out administering justice salaries and take civil government salaries only there is a reduction of about 15 per cent.

"It is very satisfactory that, largely owing to the great mining development now going on, I am able to place so promising a statement of our affairs before you. Both sides of the house and the province at large will no doubt be gratified by the expansion of the revenue. I have no doubt that in two years' time we shall find a general development in every portion of the province, and not in the mining districts alone. The development is extending from south to north. Looking back on the past ten years in which I have made this annual statement, I think there is every reason for satisfaction at the advance made in the revenue. In 1887 it amounted to \$606,678, whilst in 1897 it will be \$1,286,000, an increase of over one hundred per cent. It has in fact risen about 50 per cent. in the last four years. The increase arises, too, from all sources, though the great advance of the last few years is principally owing to our mines. It is true that for a number of years very heavy expenditure was made in our mining districts. Take for instance the Kootenay. The total expenditure in that district for the last five years was \$203,450, exclusive of railway grants. That this was a wise expenditure is evidenced by the revenue now coming in from the same district. This amounted last year to \$115,728 exclusive of land sales. A writer in one of our papers recently asserted that the province is going behind to the extent of \$2,000 a day, and in order to help himself in this calculation he actually takes the \$100,518 that the province has recently had paid

to it from places it is a debt of the province. This is equal to the case of a merchant that has the good fortune to collect an old account, claiming that he is so much worse off by the amount being paid to him. (Laughter.)

An Hon. Member—That depends on how you use it. (Renewed laughter.)

Hon. Mr. Turner—We always use it well. (Cheers and laughter.) The same writer carefully picks out one year of the revenue, 1896, in which there are small land sales and compares with one year, 1893, in which the land sales were very large, and from this arrives at the conclusion that the revenue is declining and heads his letter "Province drifting into bankruptcy." I think, sir, if many of our inhabitants were like that writer the province would have been bankrupt long ago; but, I am glad to say, the reverse is the case. Our credit is steadily rising; it is considerably better than a year ago, our 3 per cent. loan now being worth about 102 to 103. It is, I think, evident that the province is steadily improving; business is larger and better, there is more prosperity, but at the same time we have here a measure of the same trouble that exists over the world. This is the depressed condition of our farming population in some parts of the province. We know from the complaints that are continually being heard and the various suggested remedies for this trouble, that it is very real. We hear it stated that the farmers are generally heavily mortgaged, and that owing to this they cannot make a living. To remove this condition some have proposed that the province should borrow and advance to the farmers at a lower rate of interest than they now have to pay. What does this mean, sir? It is stated that the mortgages amount to twelve millions. If it is possible for the province to borrow such an amount for such a purpose, what would be the position? The whole of the money would have to be paid to the loan companies, the farmer would still be mortgaged, but to the government instead of to a private party. The government would in fact become the landlord. The only difference to the farmer would be between say 5 and 6 per cent. interest and 6 or 9 per cent., which, if the statement is correct that the average amount of such mortgages is \$700 or \$800 would only make a difference of from \$31 to \$34 a year. Is it possible that this is enough to give prosperity to the farmers? I have it on the very best authority that at the present time no interest is being paid at all on a very large number of the mortgages. In such cases it cannot be said that the rate of interest is the cause of the trouble. Then, sir, we have to look at the other side. It is very certain that if the province went into the market to borrow on such a proposition, it would not for such an amount, or even a considerably smaller amount, get the money at anything near 3 per cent., as at present. It would likely be 4 per cent. or over, which, with sinking fund, would reach over 5 per cent., and this would mean a very large increase of taxation, as the

addition to expenditure for interest, etc., on such a loan would be \$600,000. That would mean more than doubling all our taxes, and of this the farmer would have to bear his part.

"New Zealand has been referred to as having successfully introduced the plan of assistance to farmers by way of loan, but it will be found that the New Zealand scheme is entirely different to any suggested as a remedy for the troubles of British Columbia farmers. The New Zealand loan was raised for the purpose partly of clearing and roading lands, adding the cost of these improvements to the price of land and charging a quit rent for small holdings of such lands sufficient to cover cost and interest. Another part was to advance on farms and improvements to a sum not exceeding 50 per cent. of the value for the purpose of enabling the farmers to carry on more satisfactorily and to improve their property. But no advance was made to pay off mortgages. How the New Zealand plan answers it is certainly too early yet to say. The loan was only raised in 1896, and would hardly be applied before 1898. No doubt the expenditure of a large amount of the loan in that colony may have created temporary prosperity, but the actual results are yet to be heard of. I was in London when the loan was offered, and I know that very considerable difficulty was experienced in raising it, and I understand that it costs that colony more than four per cent. without sinking fund. New

Zealand was not many years in a very depressed state. It was certainly not loans to farmers that made the great improvement there. The farmers themselves brought about the great prosperity by changing their methods, finding a market and growing what was wanted for it. The market that was found in England for their mutton did more for them than any loan will do. I cannot help thinking, sir, that the farmers of British Columbia have much better prospects at their doors. The immense mining development going on has already made a change. The demand is going to be very large for all a farmer can raise, and when we add to the demand created by mining, the additional one arising for great public works which the government hopes to be able to inaugurate in the province shortly, it is evident that those who can provide what is wanted will be able to sell it to advantage. We know that a very large amount of farm produce is imported—a good deal of it raised in the state of Washington adjoining us. The farmers there are certainly not better situated than our own. They are not better farmers there than here. Their taxes are heavier, their roads are not so good—I might, indeed, say that in many places they have none. But still they ship produce to this market. There is evidently, then, the demand, and we ought to supply it ourselves. I am quite aware, sir, that considerable improvement is being made in this direction. Several creameries have been started, and I believe have met with some success; and our fruit-growing is going on in a very promising manner. I believe that such bodies as the horticultural society and the proposed farmers' institutes will do a great deal towards assisting the farmer. (Hear, hear.) There are a number of new lines that our farmers will drop into as the demand grows. We have now a larger population in the province than we have ever had and it is constantly increasing, which must create a demand for supplies which our farmers can raise. Attention will this year be turned to the growth of flax, which is said to be a very profitable enterprise. I notice that in California the growth of sugar beets is being advocated; in fact, I am informed that after many difficulties they have found the right beet for this coast, one producing plenty of saccharine and not only being good for making sugar, but also the finest food for pigs, and thus promising to make a new industry. I may say, sir, the government fully appreciates the difficulties under which our farmers are laboring and are most desirous to promote their welfare.

"Now, sir, the hon. gentlemen opposite are, I feel sure, getting restless. They want to rush on to the debate and endeavor to demolish my statements. The hon. member from Dewdney and the hon. member from Richmond will probably have a very subtle array of figures to prove that we are daily getting worse off. I think it was the last named gentleman who last year had so arranged his figures that he convinced himself that there was something wrong. He showed conclusively to himself that the amount of money that the government had on hand was more than it ought to be. I must candidly admit that I have not yet found that delusive amount. I wish I had. (Laughter.) These gentlemen, however, cannot do away with the fact that we shall have a fair amount of cash on hand next year to add to the following year's revenue. Before closing I would like to state shortly the amount that has been expended during the past 10 years on what I may call public works for the public good in this province. Roads, streets and bridges amount to \$2,558,068; public buildings, \$1,023,107; surveys, \$387,100; education, \$1,006,291; hospitals, \$370,682; asylum, \$137,426; or a total of \$5,971,844. In addition there have been grants to free companies, to agricultural institutions and to the Old Men's Home. I think, sir, that, for a province situated as this is and considering the difficulties we have to contend with, that is a very good showing of the work that has been carried out for the public welfare. It is really in the interest of the people, and when you compare this with the amount we have borrowed on loans I think it will show what a fine position we stand in and what magnificent assets we have for these loans, which clearly prove why our credit is so good in Great Britain.

"To sum up in a few words, sir, I have shown that the revenue for last year was close to the estimate made of it; that the expenditure was as voted; that in the current year ending June 30

next the revenue will certainly be more than was estimated and the expenditure in accordance with the vote, so that there will be approximately \$280,000 hand to begin 1897-8 with, and to add this amount a rapidly increasing revenue. This, I think I may say, is very satisfactory. Of course it is largely brought about by the great mining development which is calling the attention of the world to British Columbia, and I am confident that such development will not confine itself to mining, but will tend to other industries as well. An improved condition, sir, will enable us to take in hand in the near future

public works as must tend to greatly promote the welfare of the province now more, Mr. Speaker, that you leave the chair." (Loud cheers.)

Mr. Sward believed that if the affairs of the country were conducted by ministers in the same way as they conducted their own private business, would be able to reduce the number of civil servants without adding to salaries of those remaining. He noted that the Premier took great credit himself for the matter of the loan, version, but for his own part claimed that the country had heavily by that conversion. could not give the government credit for the mining development, and he was glad to notice that the Finance Minister did not himself like all the credit. Looked forward to the development of the country—not on Kootenay alone but all over the province—from the mining industry. Besides thinking of the finance of the country in unsafe hands he said there were other departments which the administration had not been satisfactory. For instance, the commissioners of lands and works, not carried out the wishes of the house regard to the Land Act and the Attorney General had acted unwisely in accepting Mr. A. Heinze's security that the Columbia and Western railway would be built within four years from the passing of its act. Who was A. Heinze? knew nothing against him, but did not government know anything in his life and was the security such that the Attorney General would take himself or advise a client to take. He further blamed the Attorney General for the lateness in bringing down a Water bill. That measure ought have been prepared before the session began.

Mr. Kidd claimed that the province had lost largely on its loans. There seemed to be no indication that the government was going to retrench or to make the ordinary expenditure meet the receipts and for that they deserved the censure of the country. From the Finance Minister's speech it did not seem to be going to help the farmers. He was going to let them help themselves. He referred to the Burnaby small holdings and declared that it was the duty of the government to see that people of the class settled on those holdings were treated in the best way, so as to retain them on the land. The government had not done that. If in its immigration policy the government had treated the settlers as they had treated the British Columbia colonists there might have been no cause for complaint. He considered that the government were at fault favoring the Norwegians to the exclusion of other classes of settlers.

Hon. Premier Turner—I don't think you really mean that.

Mr. Kidd—Yes, I do. Continuing, said he felt that the government had not helped the municipalities as they might have done, especially in the matter of the land tax sales, where the government stepped in and sold land for tax over the head of the municipalities. The Finance Minister had said the revenue was improving. He thought it was, but he believed that in many directions the expenditure could be cut down.

Major Mutter congratulated the government upon the very weak attack that had been made upon them. He wished to make a few remarks about agriculture, but in doing so he did not wish to be thought that he disagreed with the leader of the government, who, he knew had the farmer's interests at heart. He was not able to take the same view as the Finance Minister. His remarks about lending money to farmers on mortgages. The question was asked, what was the difference, the farmer in getting a loan from the government or from a money lender. He thought there was a considerable difference. The money lender would

many years in a very... It was certainly not... that made the great im-... The farmers them-... about the great prosper-... their methods, finding a... what was wanted... market that was found in... mutton did more for... loan will do. I cannot... sir, that the farmers of... have much better pro-... doors. The immense... ment going on has... change. The demand is... large for all a farmer... when we add to the... by mining, the addi-... for great public works... government hopes to be... in the province short-... that those who can pro-... will be able to sell... We know what a very... of farm produce is im-... deal of it raised in the... adjoining us. The... are certainly not better... own. They are not... here than here. Their... roads are not so... indeed, say that in many... none. But still they... this market. There is... the demand, and we... it ourselves. I am... that considerable im-... made in this direc-... creameries have been... believe have met with... our fruit-growing in a... promising manner. I... bodies as the horti-... and the proposed... will do a great... assisting the far-... hear.) There are a... lines that our farmers... the demand grows. We... population in the... have ever had and it... increasing, which must... for supplies which our... Attention will this... to the growth of flax... be a very profitable en-... ce that in California the... beets is being advan-... am informed that after... they have found the... a coast, one producing... fine and not only being... sugar, but also the flax... and thus promising to... to us. I may say, sir... fully appreciates the... which our farmers are... most desirous to pro-... hon. gentlemen oppo-... sure, getting restless... on to the debate and... andish my statements... er from Dewdney and... from Richmond will... a very subtle array of... that we are daily getting... it was the last named... last year had so arranged... he convinced himself... something wrong. He... to himself that the... more than it ought to... idly admit that I have... at delusive amount. I... (Mr.) These gentlemen... away with the fact... have a fair amount... next year to add... year's revenue. I... would like to... amount that has been... the past 10 years on... public works for the... this province. Roads... amount to \$2,558,088;... \$1,013,107; surveys... ion, \$1,606,291; hos-... eylum, \$137,426; or a... 44. In addition there... is to free companies... institutions and to... Home. I think, sir... ce situated as this is... the difficulties we have... that is a very good... work that has been... public welfare. It is... of the people, and... this with the amount... on loans I think it... fine position we stand... nificant assets we have... hich clearly prove why... ed in Great Britain. In a few words, sir, I... the revenue for last... the estimate made of... diture was as voted:... ending June 30.

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public works as must tend to greatly promote the welfare of the province. I now move, Mr. Speaker, that you do leave the chair." (Loud cheers.)

Mr. Sward believed that if the affairs of the country were conducted by the ministers in the same way as they conducted their own private business they would be able to reduce the number of civil servants without adding to the salaries of those remaining. He noticed that the Premier took great credit to himself for the matter of the loan conversion, but for his own part he claimed that the country had lost heavily by that conversion. He could not give the government credit for the mining development, and he was glad to notice that the Finance Minister did not himself like all the credit. He looked forward to the development of the country—not on Kootenay alone, but all over the province—from the mining industry. Besides thinking the finance of the country in unsafe hands, he said there were other departments in which the administration had not been satisfactory. For instance, the chief commissioner of lands and works had not carried out the wishes of the house in regard to the Land Act and the Attorney General had acted unwisely in accepting Mr. A. Heine's security that the Columbia and Western railway would be built within four years from the signing of its act. Who was A. Heine? He knew nothing against him, but did the government know anything in his favor and was the security such that the Attorney General would take himself or advise a client to take? He further blamed the Attorney-General for the lateness in bringing down the Water bill. That measure ought to have been prepared before the session began.

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Major Muttter congratulated the government upon the very weak attack that had been made upon them. He wished to make a few remarks about agriculture, but in doing so he did not wish it to be thought that he disagreed with the leader of the government, who, he knew, had the farmer's interests at heart. He was not able to take the same view as the Finance Minister in his remarks about lending money to the farmers on mortgages. The question was asked, what was the difference to the farmer in getting a loan from the government or from a money lender? He thought there was a considerable difference. The money lender would

charge them pay a much larger interest and at the end of the term for the mortgage there would still be the principal to be repaid. Under a proper government system of loans the borrower would not only get money at a less percentage, but the interest which was exacted by the government would cover a sinking fund and the farmers would be free from mortgages at the end of a certain term.

Mr. Williams classified the speech as an April Fool's speech. (Laughter.) It contained hardly anything outside of the public accounts and the revenue. He believed that the government merely made the wildest guesses at their estimates. In 1896 they were out large sums on the actual receipts for land sales, mining receipts and other items. Hon. Premier Turner—I expect you would have been out more.

Mr. Williams—You can criticise my

action, sir, when I am sitting on that side of the house.

Hon. Premier Turner—I don't expect that will be for a long while.

Mr. Williams proceeded with a long list, in which he said the estimates were not including the Chinese tax.

Hon. Premier Turner—How can you estimate a thing like that?

Mr. Williams, continuing, said altogether in 1896 there was a miscalculation between estimates and actual receipts of \$393,515. If by any possible chance the total was about the same (as it happened to be), the Finance Minister could claim no credit. It was merely by accident that it came so. (Laughter, and a voice: "Of course," and renewed laughter.) He claimed that the government had been wasteful and extravagant in the expenditure of the public money. They were particularly wasteful in spending money in traveling uselessly about the country and into foreign lands. He claimed that they did not collect all the revenue they should and neglected details. For instance, details as to the quantity of freight and passengers carried on the Nakusp and Slocan railway could not be obtained. He was under the impression that the timber dues were not properly looked after. He also touched on the bond of the Columbia and Western Railway Company and said the government should not have accepted the bond.

The bond was taken without even an affidavit of justification and as a matter of fact Mr. Heine, the bondsman, had made a deed of all his interest in his smelter property to the British Columbia Smelting company. The bond which the government had accepted was issued two months after the date allowed by the legislature and was really forfeited. The minutes of the meeting at which that bond was issued showed that Hon. E. Dewdney was present. He did not wish to use disrespectful language towards the Lieutenant Governor, but the least he could say was that it was very funny. (Laughter.) Throughout this company's act there were clauses leaving certain matters in connection with the railway which were left to the decision of the Lieutenant-Governor in Council. This was peculiarly a speculation in which the Lieutenant-Governor should not be interested, and he did not think that the members of the government could justify themselves for allowing such a state of things to exist. He moved the adjournment of the debate. The house adjourned at 5:30.

Times Apr 2-97.

RAILWAY CONSTRUCTION

Hon. Mr. Turner presented a message from the Lieutenant-Governor transmitting a bill to amend the railway construction. The bill was referred to a committee to consider the message.

Mr. Scobie thought Hon. Mr. Turner could, in an important matter of this kind, do better than to read a bill without explaining a few of its leading provisions.

Hon. Mr. Turner said the more satisfactory way would be to distribute the bill and let the members study its provisions for themselves. He was sure that the members on both sides of the house would heartily endorse the measure. (Laughter.)

THE BUDGET

Hon. Mr. Turner moved that the house go into a committee of supply. He said that he had the honor, for the first time in his career, to make the preliminary motion for a committee of supply. On the last occasion, which was in March, 1896, and also in 1895,

he had a far more difficult task than he had to-day, as there had then to be faced the hard fact that the revenue for the year was not very progressive and though there were indications that year that matters were changing in the province and that the revenue would be improving, still, there was an element of uncertainty about it that was likely, if not very carefully investigated, to promote pessimistic ideas. It evidently had that effect on the gentlemen who composed Her Majesty's loyal opposition, for last year they prophesied dire disaster. Owing to their distorted view of the situation, they convinced themselves that by the 30th June, 1896, the government would not only have expended all the revenue but, in addition, all the balance of the loan, and have gone into debt besides to some hundreds of thousands of dollars. It must be very gratifying to them as well as to the government to find on looking at the accounts that it is not half so bad after all; that instead of the province being hard up on the 30th June last, it had a good round sum to begin the current year with, and further, that it is certain now that a large amount will still stand to the good on the 30th June next to begin the next financial year with. The public accounts show that the revenue was \$989,705, or some \$46,124 less than the estimate made in January, 1895. The shortage was much more than accounted for by the fact that the land sales were \$110,000 less than estimated. This is largely owing to arrears of long standing not having been got in as well as hoped. The government did not wish to press oddly those who were in arrears. Other lines of revenue, however, notably mining receipts, increased so much that the total result is, as just stated, over some \$46,000 less than the estimate. On the other side of the account the actual expenditure was \$1,700,000. This is apparently \$380,000 over the amount voted by the house, but when it is not really the case. The expenditure was provided by vote was \$1,319,837; the difference had been previously provided by statute, it being made up of the payment on parliament buildings account, and the first year's interest and sinking fund on the 1895 loan. In addition the sum of \$48,825 was expended on roads, streets and bridges for current work, as provided by supplementary estimates passed last year. On the other hand the expenditure in some lines was considerably less than the sum voted. Thus for civil government salaries the expenditure was less than the sum voted by \$5,000; there was \$6,000 less paid for administration of justice salaries, and about \$9,000 less for administration of justice than the vote provided.

Mr. Turner then said that the revenue from 30th June, 1896, to 30th

June, 1897, was estimated to amount to \$1,163,728, but he expected considerable more. This was pretty clearly shown by the accounts already laid before the house of the revenue for the first six months up to the 31st December last. This amounts to \$506,430, and in that sum there appears only \$33,327 paid in for taxes, for the well known reason that taxes are not paid until June in each year. The amount of these to collect—even if only the same as paid in last year—will be \$322,000, thus producing a total of \$1,278,848. No doubt, however, some deductions will have to be made from this on account of certain lines of revenue, such as timber, leases, timber royalty, mining receipts and Chinese restriction tax, which may probably not realize so much in the current half year as in the last half year referred to in the statement. But after all allowances are made it is evident that on the 30th June next there will be approximately in the neighborhood of \$280,000 on hand to begin the next year with. On the other side of the account for this current year the estimate for expenditure is \$1,432,708. The expenditure for the half year to December 31 was \$832,503, and if the expenditure for the next half year amounts to the same it will bring the total to fully \$200,000 beyond the vote. He noticed that some of the local papers had already seized on this, and have proved to their own satisfaction, but probably not to that of any one else, that the government had extravagantly expended, without any good cause. This showed either their ignorance or something much worse. They had entirely overlooked the fact, which they certainly should know, that the greater part of the expenditure, especially on public works, is always made in the first half year. They had also

ly turned to the revenue for the first half year and had decided that it does not come up to half the amount that was estimated for the whole year, therefore the total revenue will be at least \$150,000 short. Adding this to over expenditure they made out that by the 30th June next there will be a total shortage of at least \$350,000.

Hon. Mr. Turner then turned his attention to the estimates for the coming year and said it would be seen that the revenue is placed at \$1,284,000. This, he thought, must be admitted to be a very conservative calculation, as it is only \$124,000 over the estimates of the previous year. The different items were partially based on the actual receipts for the past half year, which indicate pretty closely the possibilities. There is \$30,000 less allowed for land sales, as it was evident that the present year's amount is not likely to be realised. The mining receipts of all kinds are arrived at by the actual revenue now steadily coming in from these sources, whilst the amount under the head of taxes was the actual sum assessed against property. The minor lines of revenue are several of them of such a nature that no proper estimate can possibly be made of them. He referred to such things as Chinese restriction tax, succession duty, probate fees, reimbursements, etc. Now, taking up the estimated expenditure for the same period, it will be found to amount to \$1,634,000. The vote for public debt is \$9,187 more than last year. This was owing to the fact that nothing was placed in last year's estimates for sinking fund on 1877 loan, as it was not known then whether the amount of sinking fund standing in London to our credit would be transferred. It was considered advisable, however, to make the transfer, as from the working of the original act, even if this sum of \$168,332 stood in London, the same amount yearly would have to be remitted for sinking fund as is now shown in the estimates. The vote for civil government salaries is smaller by \$25,100, and administration of justice salaries \$21,524 more than this year.

Mr. Cotton—That is simply good book-keeping.

Hon. Mr. Turner—Yes. Public institutions maintenance was increased and amounts to \$48,990. This arose largely from changes in the civil government vote. Hospitals and charities appear for \$1,600 more. Some changes in the school system must be introduced, probably in the direction of establishing school districts and paying a per capita rate or assessing direct for education, but there is a considerable difficulty about this, arising from the great and sparsely settled sections of the province. He thought that as a whole we had a very admirable system of education, although it is a costly one. There is no other important head of increase excepting that of public works, which stands at \$100,000 over last year. Some \$50,000 of this arises from new public buildings, such as asylum for the insane and new roads and school houses, and \$50,000 for increase on roads. Both of these votes will have some additions in the supplementary estimates.

He then went back to salaries to explain the position. These appeared as \$25,104 less than in 1890-7. This reduction arose entirely from the rearrangement of the departments. The salaries of the employees of lunatic asylums and the printing office were formerly under this head. It has been felt for years that these were not correctly stated in our accounts. Small advances had been made to the salaries of old and tried employees of \$5 to \$15 a month. The total of all these advances in the civil government and administration of justice salaries is \$4,000, whilst the total of advance under printing office and asylum is \$738, or in all \$5,494. For civil government and administration of justice salaries, there are ten new employees for the whole province provided for, the salaries amounting to \$7,512. A number of employees who have for years been on the temporary staff and paid under that head, are now placed on the regular vote, the total salaries being \$6,432. This is not an increase. There are 15 additional police, whose salaries amount to \$11,000, making in all, including police and public institutions, \$23,510. The expenditure under the head of salaries continues to decrease in proportion to the revenue collected in the province.

was considered satisfactory that, largely owing to the great mining development now going on, he was able to place so promising a statement of affairs before the house. Both sides of the house and the province at large would no doubt be gratified by the expansion of the revenue. The development is extending from south to north. The revenue has in fact risen about 50 per cent. in the last four years. The increase arose from all sources, though the

great advance of the last few years is principally owing to our mines. It is true that for a number of years very heavy expenditure was made in our mining districts. Take for instance the Kaituma. The total expenditure in that district for the last five years was \$303,450, exclusive of railway grant. That this was a wise expenditure is evidenced by the revenue now coming in from the same district. This amounted last year to \$115,725, exclusive of land sales. A writer in one of our papers recently asserted that the province is going behind to the extent of \$2,000 a day, and in order to help himself in this calculation he actually takes the \$100,313 that the province has recently had paid to it and places it as a debt of the province. This is equal to the case of a merchant that has the good fortune to collect an old account, claiming that he is so much worse off by the amount being paid to him. (Laughter.)

An Hon. Member—That depends on how you use it. (Renewed laughter.)

Hon. Mr. Turner—We always use it well. (Cheers and laughter.) The same writer carefully picks out one year of the revenue, 1890, in which there are small land sales, and compares with one year, 1893, in which the land sales were very large, and from this arrives at the conclusion that the revenue is declining and heads his letter "Province drifting into bankruptcy." He thought if many of our inhabitants were like that writer the province would have been bankrupted long ago; but, he was glad to say, the reverse is the case. He referred to the depressed condition of the farmland industry. We know from the complaints that are continually being heard and the various suggested remedies for this trouble, that it is very real. It is stated that the farmers are generally heavily mortgaged, and that owing to this they cannot make a living. To remove this condition some have proposed that the province should borrow and advance to the farmers at a lower rate of interest than they now have to pay. What does this mean, sir? It is stated that the mortgages amount to twelve millions. If it is possible for the province to borrow such an amount for such a purpose, what would be the position? The whole of the money would have to be paid to the loan companies, the farmer would still be mortgaged, but to the government instead of to a private party. The government would in fact become the landlord. The only difference to the farmer would be between say 5 and 2 per cent. interest and 6 or 9 per cent. which, if the statement is correct that the average amount of such mortgages is \$700 or \$800, would only make a difference of from \$24 to \$24 a year. Is it possible that this is enough to give prosperity to the farmers? We have to look at the other side. It is very certain that if the province went into the market to borrow on such a proposition, it would not for such an amount, or even a considerably smaller amount, get the money at anything near 3 per cent., as at present. It would likely be 4 per cent. or over, which, with sinking fund, would reach over 5 per cent., and that would mean a very large increase of taxation, as the addition of 4 per cent. interest on \$12,000,000 on such a loan would be \$480,000. That would mean an extra 40 per cent. on our taxes, and of this the farmer would have to bear his part.

New Zealand had been referred to as having successfully introduced the plan of assistance to farmers by way of loan, but it would be found that the New Zealand scheme is entirely different to any suggested as a remedy for the troubles of British Columbia farmers. The New Zealand loan was raised for the purpose partly of clearing and road-making lands, adding the cost of these improvements to the price of land, and charging a quit rent for small holdings of such lands sufficient to cover cost and interest. Another part was to advance on farms and improvements to a sum not exceeding 50 per cent. of the value for the purpose of enabling the farmers to carry on more satisfactorily and to improve their property. But no

advance was made to pay off mortgages. How the New Zealand plan answers it is certainly too early yet to say. The loan was only raised in 1893, and would hardly be applied before 1896. No doubt the expenditure of a large amount of the loan in that colony may have created temporary prosperity, but the actual results are yet to be heard of. He was in London when the loan was offered, and he knew that very considerable difficulty was experienced in raising it, but he understood that it cost that colony more than four per cent. without sinking fund. New Zealand was for many years in a very depressed state. It was certainly not loaned to farmers that made the great improvement there. The farmers themselves brought about the great prosperity by changing their methods, finding a market and growing what was wanted for it. The market that was found in England for their mutton did more for them than any loan will do. He could not help thinking that the farmers of British Columbia have much better prospects at their doors. The immense mining development going on has already made a change. The demand is going to be very large for all a farmer can raise, and when we add to the demand created by mining, the additional one arising from great public works which the government hopes to be able to inaugurate in the province shortly, it is evident that those who can provide what is wanted will be able to sell it to advantage. We know what a very large amount of farm produce is imported—a good deal of it raised in the State of Washington adjoining us. The farmers there are certainly not better situated than here. Their taxes are heavier, their roads are not so good, but, indeed, say that in many places they have none.

The hon. member for Dewdney and the hon. member for Richmond, will probably have a very subtle array of figures to prove that we are daily getting worse off. He thought it was the last named gentleman who last year had so arranged his figures that he convinced himself that there was something wrong. He showed conclusively to himself that the amount of money that the government had on hand was more than it ought to be. He must candidly admit that he had not yet found that delusive moment. These gentlemen, however, cannot do away with the fact that we shall have a fair amount of cash on hand next year, to add to the following year's revenue. Before closing he would like to state briefly the amount that has been expended during the past ten years on public good in this province. Roads, streets

and bridges amount to \$2,588,038; public buildings, \$1,033,107; surveys, \$287,100; education, \$1,605,201; hospitals, \$370,682; asylum, \$137,426; or a total of \$5,971,644. In addition there have been grants to free companies, to agricultural institutions and to the Old Men's Home.

Hon. Mr. Turner closed with moving the usual vote that the Speaker do now leave the chair.

MR. SWORD.

Mr. Sword, in rising to reply to the minister of finance, said in connection with Hon. Mr. Turner's reference to himself that he was of the opinion that the government was not fit to be entrusted with large sums of money, and that this opinion was general throughout the province.

Several Members—Oh! oh!

Mr. Sword—I said throughout the province. I made no reference to the gentlemen opposite, as they do not represent the public opinion in the province. (Hear, hear.)

Mr. Sword, continuing, criticized the material increase in salaries, and held that the government should have materially reduced the expenditure under this head instead of increasing it. If the members of the government conducted the business of the province as they did their own private business, they would reduce the number of officials without reducing salaries. The minister of finance had prided himself on the method of converting the debt, but a close examination of the figures connected with the conversion would show that the province instead of gaining had lost very heavily. If the members had known what the result of this conversion would be they would not have voted so unanimously for the scheme. Mr. Sword quoted figures to show that there were thousands of dollars lost by the system of conversion in addition to the

exclusive of the cost of finance travelling. Mr. Sword pointed out that the sinking fund and interest paid for by fresh borrowing was to borrow a certain sum, and then the loan to provide for the sinking fund of the first loan. When the second loan was made to the first, the finance ready for a fresh loan. Feeling of the electors of the Western district was a necessity for public works. The members of the government in asking for again in 1894, but had the selfishness of these loans for the purposes for which they were intended they would not support it. It is very money to spend, but the preaching when the money must be paid back and could borrow a loan to pay sinking funds. In fact, simply a foolish policy to attempt to increase the expenditure by increasing the stock. Mr. Sword also finance minister for the stock, by which the heavily.

Mr. Sword was amused by the remarks about the farmers. The finance minister's prosperity of the province did not depend on assistance, but on the efforts themselves, and in Mr. Turner pointed a gloom the boom that could be the large sum of money expected to be in congratulating the province, but could not be credited to the government. The finance minister more modest than seen him on other occasions him justice he did not do to government for the moment of Kootenay and of the province.

Besides the finances not being in safe hands, the departments of the province that were not in a position. Last year the clerk had introduced a bill for the sale of public lands. The measure, however, through the reverse public opinion, a return to the old system of lands with such a house deemed necessary. The legislature thought, clauses in the act prohibiting timber lands, lands and sites and fishing stations and fishing stations have been made for lands suitable for fishing. Mr. Sword also referred to the Western Railway bill, which was connected with the Heine's bill. Who is that his word should be large amount? The government Mr. Rithet's connection with the Br. Mr. Rithet was a financial standing was Heine's bill was not known. sufficient interest within of the courts to enable recover the value of his. Mr. Sword then turned to the Attorney-General. He criticised his bill down the water which the consideration bills had to be deferred. General could not be ignorant of the necessity, and the bill should at the opening of the could receive that confidence demands. Other

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and plenty of reasons provincial secretary a

MR. K.

Mr. Kidd rose to say, as none of the members showed any interest in explaining the results of last session referred to in the last year's report, he would

was made to pay off mortgages on New Zealand plow answers. It is only too early yet to say. The only raised in 1893, and would be applied before 1894. No expenditure of a large amount loan in that colony may have temporary prosperity, but the results are yet to be heard of. In London when the loan was made, and he knew that very considerably was experienced in rate, but he understood that it cost more than four per cent sinking fund. New Zealand many years in a very depressed state. It was certainly not loan, but that made the great improvement. The farmers themselves about the great prosperity, by their methods, finding a market growing what was wanted for market that was found in England their mutton did more for them than any other. He could not think that the farmers of British have much better prospered their doors. The immense employment going on has already changed. The demand is going very large for all a farmer can do when we add to the demand by mining, the additional one from great public works which government hopes to be able to do in the province shortly. It is that those who can provide wanted will be able to sell it to us. We know what a very amount of farm produce is a good deal of it raised in the Washington adjoining us. There are certainly not better than here. Their taxes are their roads are not so good—indeed, say that in many places none.

on member for Dewdney and member for Richmond will have a very subtle array of prove that we are daily getting off. He thought it was the gentleman who last year framed his figures that he consulted that there was some thing. He showed extremely if that the amount of money government had on hand was in it ought to be. He must admit that he had not yet at definite moment. These, however, cannot do away fact that we shall have a fair of cash on hand next year to following year's revenue. Being he would like to state account that has been expended in past ten years on public this province. Roads, streets

amount to \$2,558,038; public buildings, \$1,013,107; surveys, \$287,400; education, \$1,605,291; hospitals, \$137,426; or a total 1,644. In addition there have been to free companies, to agricultural institutions and to the Old Home.

Mr. Turner closed with moving vote that the Speaker do now a chair.

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word, continuing, criticized the increase in salaries, and held government should have maintained the expenditure under this head of increasing it. If the of the government conducted of the province as they did a private business, they would a number of officials without salaries. The minister of had prided himself on the of converting the debt, but a situation of the figures connected conversion would show that instead of gaining had lost. If the members had that the result of this conversion they would not have unanimously for the scheme. He stated figures to show that there was a loss of dollars lost by the conversion in addition to the

which expenses were exclusive of the cost of the minister of finance travelling to London. Mr. Sword pointed out that in every case the sinking fund and interest were provided for by fresh borrowing. The policy was to borrow a certain sum, which was squandered, and then effect another loan to provide for the interest and sinking fund of the first amount borrowed. When the second loan was spent similarly to the first, the finance minister was ready for a fresh loan. In 1891 the feeling of the electors throughout New Westminster district was that there was a necessity for public works, and they were prepared to support the government in borrowing money for such public works. The members supported the government in asking for a loan, and again in 1894, but had they known that neither of these loans was to be used for the purposes for which it was intended they would not have granted that support. It is very pleasant to have money to spend, but the day is fast approaching when the money borrowed must be paid back and the government could borrow a loan to pay interest and sinking funds. In face of this, it was surely a foolish policy for the government to increase the expenditure of the province by increasing salaries and officials. Mr. Sword also criticized the finance minister for the sale of inscribed stock by which the province lost heavily.

Mr. Sword was amused at Mr. Turner's remarks about cheap money to farmers. The finance minister held that the prosperity of the farmers of New Zealand did not depend on government assistance, but on the energy of farmers themselves, and in the next breath Mr. Turner painted a glowing picture of the boom that could be expected from the large sum of money which the government expected to borrow. All join in congratulating the province upon its mining development, but that development could not be credited to the government. The finance minister was a little more modest than Mr. Sword had seen him on other occasions, and to do him justice he did not take credit to his government for the mineral development of Kootenay and other districts in the province.

Besides the finances of the province not being in safe hands, there were other departments of the provincial business that were not in a satisfactory condition. Last year the chief commissioner had introduced a bill providing for the sale of public lands by land warrants. The measure was withdrawn, however, through the influence of adverse public opinion, and there was a return to the old system of selling public lands with such safeguards as the house deemed necessary to interpose. The legislature thought it wise to insert clauses in the act prohibiting the sale of timber lands, lands suitable for townsites and fishing stations. These restrictions were not observed, and applications were made for the purchase of lands suitable for fishing stations. Mr. Sword also referred to the Columbia & Western Railway bill and the peculiarities connected with the securing of Mr. Heinze's bond. Who is August Heinze that his word should be accepted for a large amount? The government had accepted Mr. Ritner's personal bond in connection with the British Pacific, but Mr. Ritner was a gentleman whose financial standing was well known. Mr. Heinze was not known, however, to have sufficient interest within the jurisdiction of the courts to enable the province to recover the value of his bond.

Mr. Sword then turned his attention to the Attorney-General and his department. He criticized his delay in bringing down the water bill, because of which the consideration of all private bills had to be deferred. The Attorney-General could not plead that he was ignorant of the necessity for such an act, and the bill should have been ready at the opening of the session, so that it could receive that consideration its importance demands. Other members could

(Continued from page 3.)

(Continued from page 2.)

And plenty of reasons for criticizing the provincial secretary and his department.

MR. KIDD.

Mr. Kidd rose to continue the debate on none of the government members showed any intention of speaking. In explaining to the premier his remarks of last session, which had been referred to in the budget speech, he said that his remarks were that money had

been borrowed for a certain purpose, but had not been used for that purpose. To see this all one had to do was to look at the finance minister's figures. In ten years over \$4,000,000 was borrowed to be used in public works, and during that time only \$2,558,000 was expended for that purpose. If this was applying the money for the purposes for which it was borrowed he was no judge. The amount spent during the ten years for public works and education was only about \$150,000 more than the amount borrowed. Add to the sum borrowed the amount realized from the sale of public lands and the total is \$5,317,800, or over half a million more than was spent altogether in roads, public buildings, education, hospitals, asylums, public works and school houses. Surely the finance minister could not be congratulated on such a showing. Mr. Kidd also criticized the finance minister for the conversion of the loan.

The estimates revealed the fact that the policy of having the expenditure greater than the revenue was going to continue. Salaries were reduced last session, but were going to be increased this session. The government should have adopted the policy of reducing salaries in conformity with the inability of the taxpayers to pay sufficient taxes to meet the expenditure. The government were making no efforts to retrench.

Mr. Turner had given no assurance and no hope that the government intended to assist the farmers in any way. Had the government spent the money borrowed in opening out the country the farmers would be in a more prosperous condition. There was not now one settler in Howe Sound district for two there some years ago, and all because the government had failed to provide needed public works. Mr. Kidd also scored the government for its treatment of the Burnaby small holders. In contrast to this treatment he pointed out how lavishly the government had expended money on the Bella Coosa settlers. Why should these people be given a preference over ordinary settlers, or why should ordinary settlers be neglected in order that these people should be looked after? The government's stepping in to sell lands for taxes and shut out new municipalities was dwelt upon, as was also the government's policy of selling lands for \$1 per acre that could be leased at 25 cents per acre per annum.

Mr. Kidd again referring to the finances of the province pointed out that borrowing must be resorted to to pay interest and sinking funds of the former loans. He always held that the province was in a safe financial condition while the income of the Dominion government paid the interest and sinking fund, but now the income was inadequate to the extent of \$40,000 to meet these payments. If the capitalists realized the financial condition of the province, the credit of the province would be as high.

MAJOR MUTTER.

Major Mutter could congratulate the government on the very weak attack made upon it. He wanted to make some remarks on agriculture, but did not wish to be understood as criticizing the leader of the government. The major then supported the policy of securing cheap money to farmers in contradiction to the policy advocated by the premier. He ridiculed Hon. Mr. Turner's contentions regarding the New Zealand farmers. The trouble here was that it was about impossible to get the farmers to combine. He hoped that the government would introduce a scheme by which the farmers could be assisted.

MR. WILLIAMS.

Mr. Williams said that it was a rule of parliamentary speaking that a speaker should reply to the remarks of the previous speaker. The hon. member who had just sat down had said that he could congratulate the government on the weakness of the attacks made upon it. He (the speaker) could congratulate the hon. member for Cowichan-Alberni upon the fact that he had made a very strong attack on the government. In fact every word he had uttered had been condemnatory of the agricultural policy of the government, and not one word of approval was there to qualify his remarks. They must be satisfied from what they have heard from the very fact that it was the 1st of April, and it was a lot of April speech. There was nothing more in the speech than was contained in the public accounts and estimates.

Hon. Mr. Turner—That is so.

Hon. Mr. Williams, continuing, said it was true that the year just ended was one of the most prosperous that this province

had ever enjoyed, judging from the exports, and he held that the exports were the pulse of the business of a country. Taking the board of trade figures—which presumably were correct—our exports for 1893 exceeded those for 1892 by \$1,600,000; exports for 1894 by \$5,750,000, and the exports for 1895 by nearly \$5,000,000. That showed that the country was in a prosperous state, and he held that the government had not taken advantage of that prosperity, nor had they presented a statement commensurate with that prosperity. Since confederation the expenditure, with the exception of one year, had annually exceeded the revenue, and so far as he could see, so long as the present government was in power there was no hope of the revenue equalling, let alone exceeding, the revenue. In 1896 the revenue was \$989,762; expenditure, \$1,014,723, showing a deficit of \$24,961. In 1895 the revenue was \$804,025; expenditure, \$1,006,000, over a million dollars of a deficit. In 1894 the revenue was \$821,690; the expenditure, \$1,514,405; a deficit of \$692,715. That was a pretty good record for any government; a record of which they might be proud! It was his opinion that the government simply made the wildest guesses in regard to the estimates in their endeavor to hit off the probable revenue, showing that they did not properly grasp the situation.

Take the estimates for 1895-96, was there anything there of which the finance minister could feel proud? The receipts from land sales were put at \$180,000, and the receipts were \$34,000, so that on that point the finance minister was only out \$146,000.

Hon. Mr. Turner—I told you that.

Mr. Williams—Then look at the receipts from timber leases; the estimate was \$40,000, the receipts were \$21,500. Only out \$18,500. Miners' licenses, the estimate was \$26,000, the actual receipts from that source of revenue were \$3,933. The minister of finance was only out \$22,067 on that. The real property tax was estimated to bring in \$20,000, but the receipts were \$10,148, only out \$9,852 on that. The printing office was estimated to bring in \$5,500, it brought in \$11,100, only in \$5,600. Pretty good guesses! (Laughter.) The hon. member instanced several other items where the returns materially differed from the estimates, winding up with the succession duty, which was estimated to bring in \$10,000, and had actually realized \$8,481—out \$1,519 on the last mentioned item and making the total miscalculation up to \$23,515. If by any possible chance the sum total of the receipts was about the same as the estimated expenditure, surely the hon. the minister of finance could not claim any credit for that.

Hon. Mr. Turner—Shows how cleverly we did it.

Mr. Williams—It shows that you could not grasp the financial problem, but acted in a go-as-you-please sort of a way. (Laughter.) He held that this government—and he was not going to generalize, because they had already been ably criticized—he held that this government had been extravagant and wasteful in the expenditure of the public money. One thing in which he considered that they had been most wasteful and extravagant in was in the money they had spent in travelling about the country at the public expense. In fact they had even extended their travels to foreign lands. (Laughter.) Let them look at page 1,335 of the sessional papers for 1894, and between the dates of 30th June, 1894, and the 30th June, 1895, they would find that the provincial secretary took a trip to Ottawa—what his object was he (the speaker) did not know nor had he been able to ascertain—but he managed to expend \$450. There were many small items contained in this amount, but having been in the ministry but a short time he had not then begun to deal in cents, and the account came out even. (Laughter.) There were cents in most of the items, but they added up to a right. He would not impute that they were not correct, as the total came out even it was probably a mere accident. Then we come to the attorney-general, presumably it was his first trip, but he got rather more extravagant afterwards. The trip was supposed to be on business, but it must have been political, because he turned over his brief to another. This little trip cost \$350. These returns had been asked for this session, but they had not been brought down in time for the members to have access to them after being printed, and that was the reason these matters had

not been allowed to last year. Then there was the late premier of the province. He had been a very good traveler indeed. He had paid a visit to East and West Kamloops, for which the country paid \$100. Then the provincial secretary took a flying trip to Ottawa, which cost the country a lump sum of \$200.

Hon. Col. Baker—For two years. Mr. Williams—He was not going to ask for an itemized account. When he the speaker went away from home he did not want the public to know how he spent all his money. (Laughter.) The difference was that he (the speaker) was spending his money while the ministers were spending the public money. He now came to the hon. the chief commissioner of lands and works. He had only once been allowed by his colleagues to run away from his duties, he had taken a trip as far as Kamloops, where it would be remembered that he delivered his famous political speech. Although it only occupied five days, it cost the country \$100, to say nothing of the province having been deprived of the valuable services of the hon. the chief commissioner for some time. (Laughter, in which Mr. Martin joined.)

Hon. Mr. Turner—That is \$25 a line. Mr. Williams—Yes, sir, but the ministers are more expensive as a whole. He might say that this was a trip to his home in Kamloops solely.

Hon. Mr. Martin—Oh, no! Mr. Williams—I have got it that it was to his ranch at Kamloops.

Hon. Mr. Martin—I was not at my ranch. I did not spend twelve hours on my ranch.

Mr. Williams—If the hon. gentleman will listen to me, I do not say that was so; I only say, that I have it that way. (Laughter.)

Hon. Mr. Turner—You do not want anyone to imply anything.

Mr. Williams—It does not appear in the papers or the return. The speaker has no personal mileage on this trip, but was paying a visit to his constituents. Then they had another little trip on the part of the Attorney-General to England to look after the appeal in the previous medals case. He would not say whether there was any actual necessity for this trip. He would freely admit that where a legal gentleman had a case in his hands—even if he did not hold the brief—it was advisable for him to be present to give information, as very often very important questions came up. However, in other cases just as important it had often been deemed unnecessary for the province to be represented. What he wanted to deal with was the amount it had cost the country. In reply to a question put to the hon. the attorney-general he had elicited the fact that the hearing of this appeal occupied one day, July 19th, 1896, Messrs. Bigham, Q. C., and C. A. Russell had been retained on the 10th and 11th of May respectively, and they had been briefed on the 2nd and 7th, 1896. The costs for the services of these parties had been £240 10s. 6d. and £254 8s. 8d. had been refunded. It appeared to him that with both senior and junior counsel engaged, the presence of the hon. the attorney-general could hardly have been necessary. Most certainly if he had gone over to assist at the hearing of this case, he might have dispensed with the hiring of a junior counsel, and thus saved that portion of the fees.

Hon. Mr. Eberts—There are solicitors' fees there as well as those of counsel.

Mr. Williams—Allow me to read to you your answer to my third question. If you have misled me, and I am wrong,

I am willing to accept your statement. There may have been necessity for two counsel to be engaged, but I am willing to leave the public to judge of that. In any event there was only one day occupied in the hearing of this case, and one week after they were briefed in the case counsel were sufficiently versed in it to argue it. Personally he could not see any necessity for the attorney-general's presence. It had cost \$1,344, and they must remember that was not the only loss. All the members of the cabinet got a salary of \$4,000 per annum to look after the business of this country—they might not put that sum on their service, but it was on the statute book. We had been actually paying \$1,850, being the attorney-general's proportion of \$4,000 while he had been occupied in attending to the hearing of this case, so that we had actually lost out \$4,154 on that trip. That is what it cost the country. It was entirely too expensive, and entirely out of

proportion to the importance of the case, which did not warrant such an outlay, nor the engaging of senior and junior counsel. Not only that, while the attorney-general had been absent business in his office became so congested that they had not even time to attend to the correspondence, nor to reply to the letters that were sent to them. Again, during his absence there had been a very important case tried here. The Koksilah Quarry Company brought action against the Queen, because the government had refused to accept some stone purchased under contract. In July last, and in the absence of the attorney-general, that case came on, and the company obtained judgment for \$33,000, and with costs it amounted to about \$13,000. It was possible that if the attorney-general had been here to give the province the benefit of his ability, the result might have been different. Then again in 1895 the hon. the minister of finance took a trip to London; he was absent 129 days, for which he charged the province \$10 a day, and was \$88.36, his fare was \$304, making a total of \$1,672.35. During his absence he was negotiating the loan of 1895. Did it actually take the hon. gentleman 129 days to negotiate that loan? Then the fees for the negotiation paid out to the various concerns were very large, and yet in answer to the question, "Did the business of the province require the attendance of the hon. the minister of finance in London in 1895?" the premier replied that the finance minister was not in London in 1895, but business required his presence in 1895, and that he was telegraphed for by the government brokers to make arrangements for the issuing of the 1895 loan and also in connection with the \$100,000 which has since been effected. I cannot see how it can be necessary for him to have had to go for that purpose. It would appear that we have an agent-general in London, who is presumably there for the purpose of attending to any business of this province which may arise. He was not there under the supposition that it would save three annual trips. Surely if he was fit for his position, here was a case which he could have attended to.

Hon. Mr. Turner—Read the whole of my answer to your question.

Mr. Williams—You say that he would be competent, but on this occasion the presence of the minister of finance of colonies was requisite, and was generally required.

Hon. Mr. Turner—The other colonies all have agents-general.

Mr. Williams—If the agent-general is not competent, why retain him in office?

Hon. Mr. Turner—Read my answer. Mr. Williams—If the hon. gentleman doubts the accuracy of his own answer, he shall have to give him something stronger than this. He would show the hon. gentleman that he was not correct. Whether the hon. gentleman intended to deceive the public or not, he would leave the public to judge. That trip had cost the country \$1,872, and he would like to know if anyone really believed that it required 129 days to transact this piece of business. There was another matter, he was convinced that this government did not attend as it should to the collection of the revenues. It was just as necessary for the government to pay attention to matters of detail as it was for a man in business, and so man could succeed in business unless he did look after details. The result of non-attention to detail was that the government did not collect the revenues they should do. It was a very serious matter to become acquainted with the finances of this country, for the simple reason that it was extremely difficult to get any specific information. There had a public accounts committee which was supposed to give information on this subject, but they had only had two reports that had been available to the house for the purposes of this debate, the one brought down on that day being the third.

An Hon. Member—Who is responsible?

Mr. Williams did not know, but the fact remained that they had only had three reports. There was an instance, the Koksilah quarry. They had no details of freight, the number of passengers, or anything else, and yet the province was supposed to get 40 per cent. of their total earnings. On 28th February, 1896, an order was passed by the house asking for a return giving all this information, the freight, number of passengers, etc., etc., but to this day those returns had not been brought down—on at least if they had been he had been unable to find any trace of

them. Notwithstanding that responsibility the house was not yet in possession of these details, and presumably the government was not. How then were they to arrive at this 40 per cent. which they were supposed to collect? Then there was the Victoria & Sidney railway, for which the province was paying 2 per cent. It is high time that some enquiry was made into the working of these roads. He was also under the impression that the timber dues were not properly collected, and he based his opinion upon the fact that in the return of the chief commissioner of lands and works it was set out that the Moodyville Saw Mill Company had a royalty on all the timber that they cut, amounting to \$7,830. Now one-half of that amount was repaid, showing that every foot of timber they cut was for export. That might have been the case with them, for the local consumption did not amount to much, but the same state of things was supposed to exist with reference to all the leading mills of the province. He would like to ask the hon. the chief commissioner if these mills did not cut any lumber for home

consumption. It was very easy to show every foot they exported, because they got 25 cents a foot rebate on it, and had to pay a royalty of 50 cents a foot on every foot they cut for home consumption. There were also other discrepancies contained in a return asked for on the 20th of February, 1897, as to the amount of timber dues collected from mill owners in West Kootenay. In the return the Nelson sawmill was set down as paying \$234.50, whereas the report said \$34.25; in the return, the Bayward mill, through Mr. Skinner, was credited with \$1,620, and they were not mentioned at all in the report. There were discrepancies which might be capable of explanation, but they certainly bore a peculiar aspect.

There was another matter to which he wished to refer. This was an incorrect answer given to him by the premier in answer to a question. He had asked the premier the following question: "Was the Columbia & Western Railway Company placed a deposit with the provincial government, in compliance with section 3 of the Columbia & Western Railway Act, 1896? If so, what was the said security deposited?" To these questions he replied that security had been deposited on the 14th of October, 1896, in answer to the nature of the security, (if any) he replied, by bond, and that name and address of the bondman was August F. Heinze, of Trail, B.C. In answer to a question as to the conditions of the bonds he replied, to be supplanted by \$75,000 of first mortgage bonds of the railway company as soon as issued. Why he made use of the expression "as soon as issued," he would leave that for the house to judge, but it was not consistent with the fact. The condition of that bond was that Mr. Heinze was to deposit the \$75,000 bond before the 15th of December, 1896, and the hon. the premier knew the condition of that bond, and further knew that the time for depositing the bond had elapsed. He had particularly said "as soon as issued." He would like to look at the bond and see if he could find that as a condition. The condition was for a specific date, which had expired, and yet he said "as soon as issued." He said that that was unworthy of the finance minister. If the premier had not wished to mislead he would have posted himself on the facts. He would not go so far as to say that the statement had been made deliberately, but it was certainly framed ingenuously. The bond had been given for \$50,000 on October 14th, 1896, and by the 15th December, 1896, there was to be deposited with the minister of finance first mortgage bonds of the company to the amount of \$75,000 for security, and the bond recited that the company should have on the first day of the railway, consisting of 16 miles, a series of bonds, being 2,500 at \$1,000 each, and 5,000 at \$500 each, with interest at 6 per cent., making \$5,000,000 in all. These bonds were secured on the line, rolling stock and plant of the railway by mortgage. He would ask the attorney-general if he had inspected the deed or a copy of it, and if he had, did he pass that deed and these securities? Had the other ministers seen it? If they had, then they were not fit to make a bond of that kind, because it was not in compliance with the terms of the contract. He would like to ask the attorney-general if he would ad-

vice a client who in business to accept a It was such affairs ed that the hon. gen not fit to conduct a country. There was very grave import call their attention, with the reply to the hon. the premier had asked him bonds and the paper The result had be considerably astonish.

It was necessary, the by-laws of this bonds should be ex of the directors exp purpose. He had the minutes of the would read to them had a copy. Here

COLUMBIA A. Deposited \$75,000 ing 75 of \$1,000 ea 6 per cent. Series of 2,500 of Series of 5,000 of

Bond dated 14th c \$50,000, conditional 15th December, 1896, paid with minister the said company d before rected to the for the security, and of section 3 of the The recital in the of the company to amount of \$25,000 p the 16 miles in the constructed. This w amount of \$400,000. Now the followi of the meeting:

Minutes of meeti directors of the C railway at the Com pany at Trail Land 17th day of Januar E. C. Bellinger, P. Ward, Hon. E. Dev and A. F. Heinze (their proxy, F. P. A waiver of the this meeting was Heinze, A. F. Heinze and Chester Glass, elected chairman. Lieut.-Governor in C for six months the for 3 of the ac have issued certai mortgage bonds and have by a first mortgage rolling stock, etc.; the Lieut.-Governor said that the propos said bonds to aggreg of \$75,000 will be a security to the said Governor in Council with the provincial confidence with the next. Authority a secretary to deposit the provincial gover (Signed.) GEOR

This meeting was 1897, although the

conditional that the c posit the \$75,000 on of December, 1896, so long ago forfeited. promoter himself had ermore without even a fiction—an affidavit worth anything. No taken from Heinze he was worth any of fact, Heinze has a all his property to the Smelting Company, t own that property.

An Hon. Member—

Mr. Williams—Rec to inquire at the lan Here are the minute show that the Lieut. cl had extended the t mentioned in section

Mr. Cotton—Was t ever there in person meeting, or was he t

Mr. Williams—The he was there, so no le in the act is the Liei Council voted with p actions of this comp

I do not wish to i successful of the Li

withstanding that the...
use was not yet in possession...
was not. How then were...
at the 40 per cent. which...
supposed to collect? Then...
the Victoria & Sidney rail-
which the province was paying...
It is such time that some...
is made into the working of...
He was also under the...
that the timber dues were...
collected, and he based his...
on the fact that in the return...
of commissioner of lands and...
was set out that the Moody-
MIL Company had a royalty...
timber that they cut, amount-
\$30. Now one-half of that...
repaid, showing that every...
number they cut was for export...
it have been the case with...
the local consumption did not...
much, but the same state of...
supposed to exist with ref-
all the leading mills of the...
He would like to ask the...
chief commissioner if these...
not cut any lumber for home

It was very easy to show...
they exported, because they...
into a foot route on it, and...
a royalty of 50 cents a foot...
foot they cut for home con-
There were also other dis-
continued in a return ask-
the 20th of February, 1897...
amount of timber dues collect-
mill owners in West Kootenay...
turn the Nelson sawmill was...
as paying \$234.50, whereas...
said \$34.25; in the return...
ard mill, through Mr. Skinner...
with \$1,520, and they...
mentioned at all in the report...
discrepancies which might...
of explanation, but they...
ore a peculiar aspect.

as another matter to which he...
refer. This was an incorrect...
even to him by the premier in...
a question. He has asked the...
the following question: "Was the...
& Western Railway Company...
deposit with the provincial gov-
in compliance with section 3...
Columbia & Western Railway...
If so, what was the said...
deposited?" To these ques-
the 14th of October, 1896...
to the nature of the security...
replied by bond, and that...
address of the bondman was...
F. E. Heinze, of Trail, B.C. In...
a question as to the conditions...
he replied, to be supplied...
of first mortgage bonds of...
company as soon as issued...
made use of the expression "as...
issued," he would leave that for...
to judge, but it was not con-
th the fact. The condition of...
was that Mr. Heinze was to...
a \$75,000 bond before the 15th...
ber, 1896, and the hon. the...
knew the condition of that...
further knew that the time...
letting the bond had elapsed...
particularly said "as soon as...
He would like to look at the...
see if he could find that as a...
The condition was for a...
ate, which had expired, and yet...
as soon as issued." He said...
was unworthy of the finance...
If the premier had not wish-
head he would have posted him-
the facts. He would not go so...
say that the statement had...
deliberately, but it was cer-
tained indignantly. The bond had...
for \$50,000 on October 14th...
by the 15th December, 1896...
to be deposited with the...
Finance first mortgage bonds...
company to the amount of \$75...
security, and the bond recite...
company should have on the...
of the railway, consisting of...
a series of bonds, being 2,500...
each, and 5,000 at \$500 each...
percent at 6 per cent, making...
in all. These bonds were se-
the flow, rolling stock and plant...
way by mortgage. He would...
attorney-general if he had in-
deed or a copy of it, and if...
did he pass that deed and these...
Had the other ministers...
If they had, then they were...
make our laws. They had no...
accept a bond of that kind, be-
was not in compliance with the...
the contract. He would like to...
attorney-general if he would ad-

case a client who came to him on private...
business to accept bonds of that nature...
It was such affairs as this which show-
ed that the hon. gentlemen opposite were...
not fit to conduct the business of this...
country. There was another matter of...
very grave import to which he wished to...
call their attention. Not being satisfied...
with the replies he had received from...
the hon. the premier in this matter, he...
had asked him to show him the bonds...
and the papers relating to them. The...
result had been sufficient to consid-
erably astonish him.

It was necessary, in compliance with...
the by-laws of this company, that these...
bonds should be executed at a meeting...
of the directors especially called for the...
purpose. He had procured a copy of...
the minutes of that meeting, which he...
would read to them. The premier also...
had a copy. Here are the papers:

COLUMBIA AND WESTERN.

Deposited \$75,000 mortgage bonds, be-
ing 75 of \$1,000 each, with interest at...
6 per cent.

Series of 2,500 of \$1,000... \$2,500,000

Series of 5,000 of \$500... 2,500,000

\$5,000,000

Bond dated 14th of October, 1896, for...
\$50,000, conditional that on or before...
15th December, 1896, company shall de-
posit with minister of finance bonds of...
the said company duly issued as herein-
before recited to the amount of \$75,000...
for the security, and upon the conditions...
of section 3 of the Subsidy Act, 1896.

The recital in the bond is a proposal...
of the company to issue bonds to the...
amount of \$25,000 per mile in respect of...
the 10 miles in the first section of road...
constructed. This would be bonds to the...
amount of \$400,000.

Now the following were the minutes...
of the meeting:

January 27, 1897.

Minutes of meeting of the provisional...
directors of the Columbia & Western...
railway at the head office of the com-
pany at Trail Landing, on Wednesday...
27th day of January, 1897. Present...
H. C. Bellinger, F. P. Gullilus, F. E...
Ward, Hon. E. Dewdney, F. A. Heinze...
and A. P. Heinze (being represented by...
their proxy, F. P. Gullilus.)

A waiver of the rights to notices of...
this meeting was signed by F. A. Heinze...
and Chester Glass. F. E. Ward was...
elected chairman. He stated that the...
Lieut.-Governor in Council had extended...
for six months the time mentioned in...
section 3 of the act; that the company...
have issued certain series of first mort-
gage bonds and have secured the same...
by a first mortgage on all their railway...
rolling stock, etc.; further recites that...
the Lieut.-Governor in Council has sig-
nified that the deposit of certain of the...
said bonds to aggregate to a face value...
of \$75,000 will be good and sufficient...
security to the satisfaction of the Lieut.-
Governor in Council to be deposited...
with the provincial government in ac-
cordance with the above recited enact-
ment. Authority was granted to the...
secretary to deposit said mortgage with...
the provincial government as required.

(Signed) GEORGE COCHRANE,

Secretary.

This meeting was held on January 27,

1897, although the Heinze bond was

conditional that the company should de-

posit the \$75,000 on or before the 15th

of December, 1896, so that the bond was

long ago forfeited. The bond of the

promoter himself had been taken forth-

withness without even an affidavit of justifi-

cation—an affidavit that the man was

worth anything. No affidavit had been

taken from Heinze to the effect that

he was worth anything. As a matter

of fact, Heinze has executed a deed of

all his property to the British Columbia

Smelting Company, and does not now

own that property.

An Hon. Member—How do you know?

Mr. Williams—Because I paid 50 cents

to inquire at the land registry office.

Here are the minutes, and the minutes

show that the Lieut.-Governor in Coun-
cil has extended the time for six months

mentioned in section 3 of the subsidy

act.

Mr. Cotton—Was the Lieut.-Governor

there in person at that directors'

meeting, or was he there by proxy?

Mr. Williams—The minutes state that

he was there. In no less than nine places

in the act is the Lieut.-Governor in

Council vested with power to control the

actions of this company.

I do not wish to say one word dis-

respectful of the Lieut.-Governor,

but if the Hon. E. Dewdney, instructed...
as one of the directors of this com-
pany is the same Hon. E. Dewdney who...
is Lieut.-Governor, I am at a loss...
for language strong enough to use in...
connection with this matter.

Hon. E. Dewdney as a director of the...
company filed plans satisfactory to Lieut.-
Governor Dewdney. Hon. E. Dewdney...
gives a bond satisfactory to Lieut.-
Governor Dewdney, and he...
issues crown grants satisfactory to him-
self. The act is full of clauses where...
matters are left to the decision of the...
Lieut.-Governor in Council. He...
did not say the Lieut.-Governor...
should not be in a speculation of any...
kind, but nothing could justify his con-
duct in connection with the Columbia &...
Western. A good many members and...
others wondered under what rules of...
propriety the Lieut.-Governor and...
members of the government could ac-
cept a banquet from Mr. Heinze, who...
was asking for public favors in the...
shape of railway charters and land...
grants. (Hear, hear.)

Hon. Mr. Turner—Well, I wasn't at

the banquet.

Mr. Williams—It might not violate...
your notion of propriety to accept such...
a banquet. Evidently the government's...
notions and the governor's notions on...
matters of this kind savored more of...
the American style. Such conduct would...
not be tolerated for a moment in Bri-
tain. The results showed that Mr. Heinze...
knew what he was doing. (Hear, hear.)

No other railway promoter in-
frequently so lavishly as he did, and no...
other company was treated by the gov-
ernment and the governor as Mr. Heinze's...
company was dealt with. These...
were facts that were disgraceful to any...
governor and disgraceful to any gov-
ernment. Here we had a Lieut.-Governor...
in Council vested with authority to...
accept bonds as security from a company...
of which the Lieut.-Governor was...
one of the directors. Language was not...
strong enough to denounce a minister...
who would stand such a thing. There...
was no excuse, they were fully aware of...
the fact, and no language was strong...
enough to denounce the conduct of the...
ministry of this province in permitting...
such a scandal. Let them justify them-
selves if they could. He did not think...
that this government or any of the mem-
bers thereof could justify their conduct...
in permitting such a state of things to...
exist. He hoped that the stating of...
these facts would at least have a ten-
dency to get some of the members of...
the government on their feet; they had...
always shown an extreme reluctance to...
get on their feet and discuss the budget...
rather would they allow member after...
member on the opposition side of the...
house to express their views, and make...
no reply. There were certain facts and...
figures now before the house, and it was...
now for the ministers to try and justify...
themselves. (Loud applause.)

Mr. Williams moved the adjournment

of the debate and the house rose.

World. Apr 2-97.

THIRTY-SIXTH DAY.

From Our Own Correspondent.

VICTORIA, April 1.—To-day was no-
ticeable for three things; first, for the...
bringing down of the railway policy;...
second, for the budget speech, and...
thirdly, for Mr. Williams' bitter attack...
upon the Lieut.-Governor. In regard...
to the first two, the bill and the speech...
will be found printed elsewhere, but...
Mr. Williams' attack has to be dis-
cussed, as it has been telegraphed to...
the four corners of the earth, for the...
Opposition hope to make great politi-
cal capital out of it. This attack arose...
on the budget debate and in connec-
tion with a bond that the Columbia &...
Western Railway has given to the...
Government that it will complete its...
construction work within a certain...
time. After first of all stating that the...
bond ought to be forfeited because it...
was issued two months late, Mr. Will-
iams proceeded to say that the min-
utes of the meeting at which the bond...
was issued showed that Hon. Edgar...
Dewdney was present. He could not...
find any better way of classifying the...
Lieut.-Governor's effrontery at being...
director of this concern than to say...
it was "very funny" that he should be...
thus interested in a company that was...
receiving aid from the Province, and...
which might later come to the Legis-
lature for a money grant. He took ad-
vantage of the opportunity to de-
nounce ministers for permitting such...
a scandal, especially as there were...
since clauses in the act which left mat-

ters connected with the railway in the...
decision of the Lieut.-Governor in...
Council. He further declared that this...
was peculiarly a speculation which the...
Lieut.-Governor ought not to be inter-
ested in. Now it is no disrespect to...
the Lieut.-Governor to say that he is...
a figure-head—no one knows that bet-
ter than himself, and that he acts on...
the advice of his council. It is not...
likely that the present ministry would...
allow the fact of the Lieut.-Governor...
having an interest in a company, to...
influence its action in any way. More-
over, it is absurd to suppose that his...
advisers could prevent Mr. Dewdney...
from speculating in any way he likes...
in his private capacity. If a Lieut.-
Governor, as a private citizen, may be...
a shareholder or a director of a...
company, we shall find it difficult to...
get men to undertake the pleasing...
functions of representative of Her...
Majesty. As one outsider said to-day...
"You might just as well prevent a...
longshoreman from investing his...
money in 10-cent mining shares as stop...
Mr. Dewdney from becoming privately...
interested in railway companies."

Hon. Mr. TURNER presented a...
message from the Lieut.-Governor...
transmitting a bill authorizing a loan...
of \$2,500,000 to aid in constructing rail-
ways and other public works. The...
House went into committee to consider...
the message.

Mr. SEMLIN asked for an explana-

tion of the bill.

Hon. Premier TURNER said the...
more satisfactory course would be to...
have the bill distributed so that mem-
bers could study its provisions. He...
felt sure hon. members on both sides...
of the House would heartily endorse...
the measure.

THE BUDGET SPEECH.

Hon. Finance Minister TURNER...
then moved that the House do go into...
committee of the whole to consider...
supply to Her Majesty. He said:

Mr. Speaker, I have the honor for the...
18th year in succession to make the...
preliminary motion for Committee of...
Supply. On the last occasion which...
was in March, 1896, and also in 1895, I...
had a far more difficult task than I...
have to-day, then there was to be...
faced the hard fact that the revenue...
to say the least, was not very pro-
gressive, and though there were indi-
cations last year that matters were...
changing in the Province and that the...
revenue would be improving, still, str-

there was an element of uncertainty...
about it that was likely, if not very...
carefully investigated, to promote...
pessimistic ideas. It evidently had that...
effect on the gentlemen who composed...
Her Majesty's loyal Opposition, for if...
you turn to their speeches you will...
And that they prophesied dire disaster...
It was very clearly shown by them...
owing to their distorted view of the...
situation, that by the 30th June, 1896...
the Government would not only have...
expended all the balance of the loan, but...
addition, all the balance of the loan, but...
have gone into debt besides to some...
hundreds of thousands of dollars. Well, sir, it must be most gratifying...
to them as well as to the Government...
that it is not half so bad after all...
that instead of the Province being hard...
up on the 30th June last, it had a...
good round sum to begin the current...
year with, and, further, that it is...
certain now that a large amount will...
still stand to the good on the 30th...
June next to begin the next financial...
year with. I have actually, sir, at this...
point reviewed the Public Accounts...
for the last financial year, which are...
annually presented. But to-day, I...
think it is hardly necessary to do so at...
any length. They show that the reve-
nue was \$389,765, or some \$45,124 less...
than the estimates made of it in Jan-
uary, 1896. The shortage was much...
more than accounted for by the fact...
that the land sales were \$116,000 less...
than estimated. This is largely owing...
to arrears of long standing not having...
been got in as was hoped. Other lines...
of revenue, however, notably such as...
mining receipts, increased so much...
that the total result is as just stated...
only some \$48,000 less than the esti-
mates. On the other side of the ac-
count, the actual expenditure which...
was \$1,701,909 is apparently \$288,000...
over the amount voted, but such is not...
really the case. The expenditure pro-
vided for by vote was \$1,515,841, the...
difference had been previously provi-
ded for by statute, it being made up of...
the payment on Parliament Buildings...
account, and the first year's interest...
and sinking fund on the 1895 loan; in...
addition the sum of \$43,331 was ac-
crued on roads, streets and bridges...
for street works, as provided in statu-
tary estimates passed last year. On the other side the expenditure on...
some lines was considerably less than...
the sum voted. Thus for Civil Govern-
ment Salaries the expenditure was...
less than the sum voted by \$5,000. There was \$6,000 less paid for admin-
istration of Justice salary and about

\$1,000 less for Administration of Justice than the vote provided. These are all clearly set forth in the Public accounts. Turning now, sir, to the current year from the 30th June, 1896, to the 30th June next, the revenue was estimated to amount to \$1,162,788. I am sure, I think, in saying that it will amount to considerably more. This is pretty clearly shown by the account already laid before the House of the revenue for the first six months up to the 31st December last. This amounts to \$569,439 and in that sum there appears only \$33,327 paid in for taxes; the amount of these to collect even if only the same is paid in as last year will be \$532,000, thus producing a total of \$1,278,878. But no doubt some deductions have to be made from this on account of certain lines of revenue such as timber leases, timber royalty, mining receipts and Chinese restriction tax, which may probably not realize so much in the current half year as in the last half year referred to in the statement. But after all allowances are made, it is evident that on the 30th June next there will be in the neighborhood of \$280,000 on hand to commence the next year with and probably a good deal more if no large addition to expenditure has to be subsequently made. I said last year that there would be about \$90,000 to our credit on the 30th June next, but as I have already explained, that amount will be nearer \$250,000. This apparent discrepancy arises from the change in the act in reference to the sinking fund, which enabled the trustees to transfer to the consolidated revenue of the Province the sum of \$168,313 that appertained to the portion of the 1877 and 1887 loans paid off by conversion into three per cents. This new loan of course having its own sinking fund provided. On the other side of the account for this current year the estimate for expenditure is \$1,432,733. The expenditure for the half year to 31st December was \$323,503, and if the expenditure for the next half year amounts to the same it would bring the total to fully \$200,000 beyond the vote. I notice that some of our local papers have already seized on this. I suppose in the way that "fools rush in where angels fear to tread," and have proved, to their own satisfaction, but probably not to that of any one else, that the Government has extravagantly expended, without any good cause. This shows either their ignorance or something much worse. They have entirely overlooked the fact, which they certainly should know, that the greater part of the expenditure, especially on public works, is always made in the first half year. They have also eagerly turned to the revenue for the first half year and have decided that as it does not come up to half the amount that was estimated for the whole year, therefore the total revenue will be at least \$150,000 short. Adding this to over expenditure they make out that by the 30th of June next there will be a total shortage of at least \$350,000. It is no use trying to convince prejudiced men of this error, so I shall not attempt it; but as I have already explained there will evidently be a handsome amount on the right side next June. On turning to the estimates for the year commencing the 1st July next, which we propose to consider in committee, it will be seen, sir, that the revenue is placed at \$1,588,039. This I think must be admitted as a very conservative calculation as it is only \$124,000 over the estimates of the previous year. There is, I think, little to call for remark as to how this year's revenue is made up. The different items are partially based on the actual receipts for the past half year which indicate pretty closely the possibilities; \$30,000 less is allowed for land sales, as it is evident that the present

year's amount is not likely to be realized. The mining receipts of all kinds are arrived at by the revenue now steadily coming in from those sources. Whilst the amount under the head taxes is the actual sum assessed against the property. The minor lines of revenues are several of them of such a nature that no proper estimate can possibly be made of them. I refer to such as Chinese restriction tax, suggestion duty, probate fees, reimbursements, etc. Now taking the estimated expenditure for the same period it will be found to amount to \$1,566,073. The vote for public debt is \$9,187 more than last year. This is owing to the fact that nothing was placed in last year's estimates for sinking fund standing in London to our credit would be transferred. It was considered advisable, however, to make this transfer, as from the wording of the original act it was found that even if we let this sum, \$168,332 still stand in London the same amount yearly would have to be remitted for sinking fund as is now shown in the estimates. The vote for Civil Government salaries is smaller by \$25,169 and Administration of Justice \$21,534 more than this year. This will be referred to again. Public Institution maintenance is increased and amounts to \$48,980. This arises largely from changes in the Civil Government vote and will be explained later on. Hospitals and Charities appear for \$1,000 more; Administration of Justice \$6,700 more; this requires no comment, as it is well known that the increase under this head goes on with the growth of the Province. This increase of \$19,000 for education arises from the same cause. This vote is now \$242,111. It is evident that as the Province gets more settled some change in the educational system must be introduced, probably in the direction of establishing school districts and paying a per capita rate or assessing direct for education, but there is a great difficulty about this arising from the great and sparsely settled sections of the Province. It is impossible to compare our system with that of Ontario as that Province is almost entirely formed into municipalities. There is no other important head of increase excepting that of Public Works which stand at

\$100,000 over last year. Some \$20,000 of this arises from new public buildings, such as asylums for the insane and new jails and police houses, and \$80,000 for increase of roads. Both of these votes will have some additions in the Supplementary Estimates. Under Miscellaneous the vote is \$9,900 over last year, the Board of Health now amounting to \$7,500, an increase of \$5,000, and advertising and stationery are \$4,000 more. Going back to the Civil Government salaries which, as I have before stated, appear as \$25,169 less than in 1896-7, this reduction arises from the re-arrangement of the departments. The salaries of the employees of lunatic asylums and the printing offices were formerly under this head. They are now placed under Public Institutions, where they properly belong. It is evident that a lunatic asylum is a public institution as much as are the hospitals, whilst the print-

ing office is virtually a business concern, doing all the work of the Government in a most perfect manner. It is, I may say, up to the times, equal, if not superior to anything in that special line and always to be relied on, and is now almost paying its way. For 1894-5 the expenditure in this department was for salaries \$15,613 and for supplies \$14,248, or a total of \$29,861, and the receipts were \$11,150; whilst for the nine months of the present financial year the expenditure has been \$26,512 and the revenue \$19,610, the net cost for the nine months being \$6,902, and there is a large stock of completed work and supplies on hand to the value of \$4,000 at least. A local paper has suggested that the re-arrangements of departments is cunning and intended to deceive the public by diverting its attention from large increases in salaries. Now, sir, I can only say that this is altogether a false charge. As to the alleged large increases of salaries on investigation it will be found as wrong as the other assertions referred to. Small advances have, it is true, been made to the salaries of old and tried employees of \$5 to \$15 a month, the total of all these advances in the Civil Government and Administration of Justice salaries is \$4,666, whilst the total of the advance under Printing Office and Asylum is \$738, or in all \$5,404. For Civil Government and Administration of Justice there are 10 new employees for the whole Province provided for, the salaries amounting to \$7,612. A number of employees who have for years been on the temporary staff and paid under that head are now placed on the regular vote, the total salaries being \$6,432; this is not an increase and there are 15 additional police

whose salaries amount to \$11,900, making in all, including Police and Public Institutions, \$23,516. This I consider a very moderate advance taking into account the great increase of work in all departments. And in this connection I may state that the expenditure under the head of salaries continues to decrease in proportion to the revenue collected in the Province. In 1887 the revenue raised in the Province, that is to say deducting the fixed amount received from Ottawa, was \$566,101. The salaries then amounted to \$137,156, or just over 30 per cent., whilst for the incoming year this rate will be still less, and if we take the Civil Government salaries only the decrease is very much greater. It is very satisfactory that, largely owing to the great mining development now going on, I am able to place so promising a statement of our affairs before you. Both sides of the House and the Province at large will no doubt be gratified by the expansion of the revenue. In 1887 it amounted to \$606,678, whilst in 1897 it will be \$1,288,000, an increase of over 100 per cent. It has in fact risen about 50 per cent. in the last four years. The increase arises, too, from all sources, though the great rise of the last few years is principally owing to our mines. It is true that for a number of years very heavy outlay was made in our mining districts. Take for instance the Kootenay. The total expenditure in that district for the last five years was \$203,450, exclusive of railway grants. That this was a wise expenditure is evidenced by the revenue now coming in from the same district. This amounted last year to \$115,723 exclusive of land sales. A writer in one of our papers recently asserted that the Province is going behind to the extent of \$2,000 a day, and in order to help himself in this calculation he actually takes the \$166,313 that the Province has recently had paid to it and places it as a debt of the Province. This is equal to the case of a merchant who has the good fortune to collect an old account, claiming that he is so much worse off by the amount paid to him. The same writer picks out one year of the revenue, 1896, in which there are small land sales and compares with one year, 1893, in which the land sales were very large, and from this arrives at the conclusion that the revenue is declining and heads his letter "Province Drifting into Bankruptcy." I think, sir, if many of our inhabitants were like that writer this Province would have been bankrupt long ago. But I am glad to say that the reverse is the case. Our credit is steadily rising; it is considerably better than a year ago, our 3 per cent. loan now being worth about 102 to 103. It is, I think, evident that the Province is steadily improving, business is larger and better, there is more prosperity, but at the same time we have here a measure of the same trouble that exists over the world, this is the depressed condition of our farming population in some parts of the Province. We know from the complaints that are continually being heard and the various suggestions of coming remedies for this trouble that it is very real. We hear it stated that the farmers are generally heavily mortgaged and that it is owing to this that they cannot make a

living. To remove this condition some have proposed that the Province should borrow and advance to the farmers at a lower rate of interest than they now have to pay. What does this mean, sir? It is stated that the mortgages amount to twelve millions. If it is possible for the Province to borrow such an amount for such a purpose what would be the position? The whole of the money would have to be paid to the loan companies, the farmer would still be mortgaged, but to the Government instead of to a private party. The Government would in fact become landlord, the only difference to the farmer would be between 5 and 6 per cent. interest and 8 or 9 per cent., which, if the statement is correct that the average amount of such mortgages is \$700 or \$800 would only make a difference of from \$21 to \$24 a year. Is it possible that this is enough to give prosperity to the farmers. I have it on the very best authority that at the present time no interest is being paid at all on a very large number of the mortgages. In such cases it cannot be said that the rate of interest is the cause of the trouble. Then, sir, we have to look at the other side. It is very certain that if the Province went into the market to borrow on such a proposition, it would not, for such an amount, or even a considerably smaller amount, get the money at anything near 3 per cent. as at present. It would likely be 4 per cent. or over which with sinking fund would reach over 5 per cent., and would mean a very large increase of taxation as the addition to expenditure for interest, etc., on such a loan would be \$600,000. That would mean more than doubling all our taxes and of this the farmer would have to bear his part. New Zealand has been referred to as having successfully introduced the plan of de-

but it will be found that the land scheme is entirely different suggested as a remedy for of British Columbia for New Zealand loan was a purpose partly of clearing lands, adding the cost of improvements to the price charging a quit rent for such lands, sufficient to and interest. Another advance on farms and improve a sum not exceeding 50 per value for the purpose of farmers to carry on more and to improve their property no advance was made mortgages. How the plan answers, it is certain yet to say. The loan was in 1895 and would hardly before 1896. No doubt the ture of a large amount of that colony may have created any prosperity but the are yet to be heard of. I don when the loan was known that very considerable was experienced in raising understand that it costs more than 4 per cent with fund. New Zealand was years in a very depressed was certainly not loans to made the great improvement. The farmers themselves but the great prosperity by methods, finding a market ing what was wanted for market that was found in their mutton did more for any loan will do. I cannot ing, sir, that the farmers Columbia have much better at their doors. The immediate development going on in made a change. The demand to be very large for a can raise, and when we demand created by minimal one arising for works which the Government be able to inaugurate in t shortly, it is evident that can provide what is wanted able to sell it to advantage. what a very large amount produce is imported—raised in the State of Washington. The farmers certainly not better situated. Their taxes are not so good, I n say that in many places none. But still they ship the market. There is ev the demand and we ought ourselves. I am quite aw considerable improvement made in this direction creameries have been established, have met with a and our fruit-growing is a very promising manner. will this year be turned to of flax which is said to profitable enterprise. In California the growth of is being advocated; in fact formed that, after that they have found the right coast, one producing saccharine and not only for making sugar, but also food for pigs, and thus make a new industry. sir, that the Government our farmers are laboring, desirous to promote the Now, sir, the hon. gentleman, I feel sure, getting ready to rush on to the endeavor to demolish my The hon. member from the hon. member from R probably have a very successful figures to prove that getting worse off. I this last named gentleman had so arranged his figures convinced himself that the thing wrong. He showed that the amount of annual Government had on hand than it ought to be. I admit that I have not yet delusive amount. I v these gentlemen, however away with the fact that a fair amount of cash a year to add to the revenue. Before closing to refer to some works done during the last ten Province. They are what public works for the people of this Province roads, streets and bridge cost us \$2,558,033; public 015,107; surveys \$337,100; 605,391; hospitals \$370,632, 426; or a total for public 971,644. In addition to the hon. member from the panies, and the Old Me think, sir, for a Province this is, and remembering les against which the Province to contend, that is showing of the work carried out for the public and when you compare with the debt on loans what a fine position we what magnificent asse

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40,000 less than the estimate. On

40,000 less than the estimate. On

the other side of the account, the actual expenditure was \$1,701,309. This is apparently \$385,000 over the amount voted by the House, but such is not really the case. The expenditure then provided for by vote was \$1,315,887; the difference had been previously provided for by statute, it being made up of the payment on parliament buildings account, and the first year's interest and sinking fund on the 1895 loan. In addition the sum of \$48,825 was expended on roads, streets and bridges for urgent works, as provided by supplementary estimates passed last year. On the other hand the expenditure in some lines was considerably less than the sum voted. Thus for civil government salaries the expenditure was less than the sum voted by \$5,000; there was \$6,000 less paid for administration of justice salaries, and about \$9,000 less for administration of justice than the vote provided. There were some other minor differences. There are all clearly set forth in the public accounts.

Turning now, sir, to the current year from June 30th, 1896, to the 30th June next, the revenue was estimated to amount to \$1,163,798. I may confidently and safely say that it will amount to considerably more. This is pretty clearly shown by the account already laid before the House of the revenue for the first six months up to the 31st December last. The amounts to \$509,439, and in that sum there appears only \$33,327 paid in lot taxes, for the well known reason that taxes are not paid until June in each year. The amount of these to collect—even if only the same as paid in last year—will be \$362,000,

thus producing a total of \$1,178,878. No doubt, however, some deductions will have to be made from this on account of certain lines of revenue such as timber leases, timber royalty, mining receipts and Chinese restriction tax, which may probably not realize so much in the current half year as in the last half year referred to in the statement. But after all allowances are made, it is evident that on the 30th June next there will be approximately in the neighbourhood of \$280,000 on hand to commence the next year with and probably a good deal more if no large addition to expenditure (as subsequently to be made. (Applause). I said last year that there would be about \$90,000 to our credit on the 30th June next, but as I have already explained, the amount will be nearer \$280,000. This apparent discrepancy arises from the change in the act in reference to the sinking fund, which enabled the trustees to transfer to the consolidated revenue of the Province the sum of \$166,318 that appertained to the portion of the 1877 and 1887 loans paid off by conversion into 3 per cents, this new loan of course having its own sinking fund provided. On the other side of the account for the current year the estimate for expenditure is \$1,452,798. The expenditure for the half year to December 31st was \$825,508, and if the expenditure for the next half year amounts to the same it will bring the total to fully \$200,000 beyond the vote. I notice that some of the local papers have already seized on this, I suppose in the way that "Fools put in where angels fear to tread," and have proved to their own satisfaction, but probably not to that of anyone else (Hear, hear) that the Government has extravagantly expended, without any good cause. This shows either their ignorance or something much worse. They have entirely overlooked the fact, which they certainly should know, that the greater part of the expenditure, especially on public works, is always made in the first half year. They have also eagerly turned to the revenue for the first half year and have decided that it does not come up to half the amount that was estimated for the whole year, therefore the total revenue will be at least \$150,000 short. Adding this to over expenditure they make out that by the 30th June next there will be a total shortage of at least \$350,000. It is no use trying to convince prejudiced men of their error so I shall not attempt it; but, as I have already explained there will evidently be a handsome amount on the right side next June. (Applause).

On turning to the estimates for the year commencing 1st July next, which we propose to consider in committee, it will be seen, sir, that the revenue is placed at \$1,289,000. This, I think,

must be admitted to be a very conservative calculation, as it is only \$124,000 over the estimates of the previous year. (Hear, hear.) There is, I think, little to call for remark as to how this year's revenue is made up. The different items are partially based on the actual receipts for the past half year, which indicate pretty closely the possibilities. There is \$30,000 less allowed for land sales, as it is evident that the present year's amount is not likely to be realized. The mining receipts of all kinds are arrived at by the actual revenue now steadily coming in from those sources, whilst the amount under the head of taxes is the actual sum assessed against property. The minor lines of revenue are several of them of such a nature that no proper estimate can possibly be made of them. I refer to such things, as the Chinese restriction tax, succession duty, probate fees, reimbursements, etc. Now, taking up the estimated expenditure for the same period, it will be found to amount to \$1,566,078. You will notice that the vote for public debt is \$9,187 more than last year. This is owing to the fact that nothing was placed in last year's estimates for the sinking fund on the 1877 loan, as it was not known then whether the amount of the sinking fund standing in London to our credit would be transferred. It was considered advisable, however, to make the transfer, as from the working of the original act, even if we let this sum of \$166,318 still stand in London, the same amount yearly would have to be remitted for sinking fund as is now shown in the estimates. The vote for civil government salaries is smaller by \$25,160, and administration of justice salaries is \$21,534 more than this year. This will be referred to again later on.

Mr. Cotton—It is simply book-keeping. Hon. Mr. Turner—Yes. Public institutions' maintenance is increased and amounts to \$48,990. This arises largely from the changes in the civil government vote and will be explained later on. Hospitals and charities appear for \$1,600 more. The details in the estimates will explain this. Administration of justice is \$6,700 more. This requires no comment, as it is well known that the increase under this head goes on with the growth of the Province. The increase of \$19,000 for education arises from the same cause. This vote is now \$242,111. It is evident that as the Province gets more settled, some change in the educational system must be introduced, probably in the direction of establishing school districts and paying a per capita rate or assessing direct for education, but there is a considerable difficulty about this arising from the great and sparsely settled portions of the Province. It is impossible to compare our system with that of Ontario, as that province is almost entirely formed into municipalities. I do not know whether education is cheaper there, but I suppose it must be, for the conditions of this country make it impossible to carry on education in districts as in Ontario. I do not think, however, it is higher in proportion. (Hear, hear.) I think that as a whole we have a very admirable system of education, although it is a costly one. There is no other important head of increase excepting that of public works, which stands at \$100,000 over last year. Some \$50,000 of this arises from new public buildings,

such as the asylum for the insane and new gaols and school houses, and \$50,000 for increase on roads. Both of these votes will have some additions in the supplementary estimates. Under miscellaneous the vote is \$9,000 over last year, the board of health now amounting to \$7,500, and advertising and stationery being \$4,000 more.

Now, sir, I said I would go back to the civil government salaries to explain the position. These, as I just now stated, appear as \$25,160 less than in 1896-7. This reduction arises entirely from the re-arrangement of the departments. The salaries of the employees of the lunatic asylum and the printing office were formerly under this head. It has been felt for years that these were not correctly stated in our accounts. They are now placed under public institutions where they properly belong. It is evident that a lunatic asylum is a public institution as much as are the hospitals, whilst the printing office is virtually a business concern doing all the work of the Government in a most perfect manner. It is, I may say, up to the times, equal, if not superior, to anything in that special line and always to be relied on, and is now almost

paying its own way. For 1896-7 the expenditure in this department was for salaries \$15,612, and for supplies \$14,246, or a total of \$29,858, and the receipts were \$11,190; whilst for the nine months of the present financial year the expenditure has been \$26,512 and the revenue \$19,610, the net cost for the nine months being \$6,902, and there is a large stock of completed work and supplies on hand to the value of at least \$4,250. A local paper has suggested that the re-arrangement of departments is cunning, and intended to deceive the public, and divert its attention from large increases in salaries. Now, sir, I can only say that this is altogether a false charge. As to the alleged large increase of salaries, this on investigation will be found as wrong as the other assertions referred to. Small advances have, it is true, been made to the salaries of old and tried employees of \$5 to \$15 a month. The total of all these advances in the civil government and administration of justice salaries is \$4,666, whilst the total of the advance under printing office and asylum is \$738, or in all \$5,404. In civil government and administration of justice salaries there are ten new employees for the whole Province provided for, the salaries amounting to \$7,512. A number of employees who have for years been on the temporary staff and paid under that head, are now placed on the regular vote, the total salaries being \$4,452. This is not an increase. There are 15 additional police whose salaries amount to \$11,900, making in all, including police and public institutions, \$23,816. This I consider a very moderate advance, taking into account the great increase of work in all departments, and the opening up of new districts where civil servants are required. In this connection I may state that the expenditure under the head of salaries continues to decrease in proportion to the revenue collected in the Province. In 1887 the revenue raised here, that is to say, deducting the fixed amount received from Ottawa, was \$386,101. The salaries then amounted to \$137,186, or over 35 1-2 per cent of the revenue, whilst in 1896-7 the salaries were \$281,348, or just over 30 per cent of the revenue, whilst for the incoming year this rate will be still less. If we leave out administration of justice salaries and take civil government salaries only there is a reduction of about 15 per cent.

It is very satisfactory that, largely owing to the great mining development now going on, I am able to place so promising a statement of our affairs before you. Both sides of the House and the Province at large will no doubt be gratified by the expansion of the revenue. I have no doubt that in two years' time we shall find a general development in every portion of the Province, and not in the mining districts alone. The development is extending from south to north. Looking back on the past ten years in which I have made this annual statement, I think there is every reason for satisfaction at the advance made in the revenue. In 1887 it amounted to \$608,078, whilst in 1897 it will be \$1,289,000, an increase of over one hundred per cent. It has in fact risen about 50 per cent in the last four years. The increase arises, too, from all sources, though the great advance of the last few years is principally owing to our mines. It is true that for a number of years very heavy expenditure was made in our mining districts. Take for instance the Kootenay. The total expenditure in that district for the last five years was \$303,450, exclusive of railway grants. That this was a wise expenditure is evidenced by the revenue now coming in from the same district. This amounted last year to \$115,728, exclusive of land sales. A writer in one of our papers recently asserted that the Province is going behind to the extent of \$2,000 a day, and in order to help himself in this calculation he actually takes the \$166,318 that the Province has recently had paid to it and places it as a debt of the Province. This is equal to the case of a merchant that has the good fortune to collect an old account, claiming that he is so much worse off by the amount being paid to him. (Laughter.)

An hon. member—That depends on how you use it. (Renewed laughter.)

Hon. Mr. Turner—We always use it well. (Applause and laughter.) The same writer carefully picks out one year of the revenue, 1896, in which there are small land sales and compares it with one year, 1898, in which the land sales were very large, and from this arrives

at the conclusion that the revenue is falling and heads his letter "Proving the Province into bankruptcy." I think many of our inhabitants were like the writer the Province would have been bankrupt long ago, but, I am glad

say, the reverse is the case. Our revenue is steadily rising; it is considerably more than a year ago, our 3 per cent loan now being worth about 102 103. It is, I think, evident that the Province is steadily improving; business is larger and better, there is more prosperity, but at the same time we have here a measure of the same trouble that exists over the world. This is the depressed condition of our farming population in some parts of the Province. We know from the complaints that are continually being heard the various suggested remedies for the trouble, that it is very real. We it stated that the farmers are generally heavily mortgaged, and that owing to this they cannot make a living, remove this condition some have proposed that the Province should borrow and advance to the farmers at a low rate of interest than they now have to pay. What does this mean, sir? It is stated that the mortgages amount to twelve millions. If it is possible the Province to borrow such an amount for such a purpose what would be the position? The whole of the mortgages would have to be paid to the loan companies, the farmer would still be mortgaged, but to the Government instead of to a private party. The Government would in fact become the landlord, only difference to the farmer would be between say 5 or 6 per cent. interest and 8 or 9 per cent. which, if the statement is correct, that the average amount of such mortgages is \$709,800 would only make a difference from \$21 to \$24 a year. Is it possible that this is enough to give prospects to the farmers? I have it on the best authority that at the present time no interest is being paid at all on a very large number of the mortgages. In such cases it cannot be said that the rate of interest is the cause of the trouble. Then, sir, we have to look to the other side. It is very certain that if the Province went into the market to borrow on such a proposition, would not for such an amount, or even a considerably smaller amount, get money at anything near 3 per cent as at present. It would likely be 4 per cent, or over, which, with sinking fund would reach over 5 per cent, and would mean a very large increase in taxation, as the addition to expenditure for interest, etc., on such a loan would be \$600,000. That would mean more than doubling all our taxes, of this the farmer would have to bear his part.

New Zealand has been referred to having successfully introduced a plan of assistance to farmers by way of loan, but it will be found that New Zealand scheme is entirely different to any suggested as a remedy for the troubles of British Columbia farmers. The New Zealand loan was raised for the purpose partly of clearing roadless lands, adding the cost of the improvements to the price of land, and charging a quit rent for land held of such lands sufficient to cover interest. Another part was to advance on farms and improvements to sum not exceeding 50 per cent. of value for the purpose of enabling farmers to carry on more satisfactorily and to improve their property. No advance was made to pay off mortgages. How the New Zealand plan works is certainly too early yet to say. The loan was only raised in 1894 and would hardly be applied before 1897. No doubt the expenditure of a large amount of the loan in that colony has created temporary prosperity, the actual results are yet to be heard of. I was in London when the loan was offered, and I know that very considerable difficulty was experienced in raising it, and I understand that the cost of the colony more than 10 per cent. with sinking fund. New Zealand was for many years in a very depressed state. It was certainly not loans farmers that made the great improvement there. The farmers themselves brought about the great prosperity by changing their methods, finding a market and growing what was wanted. The market that was found in England for their mutton did more for them than any loan will do.

way. For 1896-7 the in this department was for 612, and for supplies \$14,100; whilst for the nine present financial year the has been \$26,612 and the 610, the net cost for the being \$6,902, and there is k of completed work and hand to the value of at

A local paper has sug- the re-arrangement of de- cuning, and intended to public, and divert its at- large increases in salaries. can only say that this is false charge. As to the increase of salaries, this ion will be found as wrong assertions referred to. es have, it is true, been salaries of old and tried em- to \$15 a month. The total advances in the civil govern- ministration of justice sal- 36, whilst the total of the e printing office and asylum all \$5,404. In civil gov- ministration of justice e are ten new employees Province provided for, the ating to \$7,512. A num- bers who have for years temporary staff and paid head, are now placed on vote, the total salaries be- This is not an increase, 5 additional police whose ut to \$11,900, making in police and public institu- This I consider a very

large, taking into account cease of work in all ided the opening up of new re civil servants are re- his connection I may state ditute under the head of use to decrease in propor- revenue collected in the Pro- 1887 the revenue raised to say, deducting the fixed red from Ottawa, was e salaries then amounted or over 35 1-2 per cent of whilst in 1896-7 the sal- \$1,348, or just over 30 per cent, whilst for the in- this rate will be still less, at administration of justice the civil government sal- re is a reduction of about

satisfactory that, largely great mining develop- ment, I am able to place so statement of our affairs le- sides of the House and at large will no doubt be the expansion of the re- no doubt that in two e shall find a general de- every portion of the Pro- in the mining districts development is extending north. Looking back on ears in which I have made statement, I think there is for satisfaction at the in the revenue. In 1887 \$608,678, whilst in 1897 \$8,000, an increase of over per cent. It has in fact per cent. In the last four ceases arises, too, from ough the great advance years is principally owe- . It is true that for a very heavy expenditure ur mining districts. Take the Kootenay. The total that district for the last \$303,450, exclusive of . That this was a wise evidenced by the revenue from the same district. last year to \$115,728, ad sales. A writer in one recently asserted that going behind to the ex- a day, and in order to this calculation he ac- \$166,813 that the Pro- had paid to it and debt of the Province, the case of a merchant od fortune to collect an ing that he is so much e amount being paid to

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say, the reverse is the case. Our credit is steadily rising; it is considerably better than a year ago, our 3 per cent. loan now being worth about 102 to 103. It is, I think, evident that the Province is steadily improving; business is larger and better, there is more prosperity, but at the same time we have here a measure of the same trouble that exists over the world. This is the depressed condition of our farming population in some parts of the Province. We know from the complaints that are continually being heard and the various suggested remedies for this trouble, that it is very real. We hear it stated that the farmers are generally heavily mortgaged, and that owing to this they cannot make a living. To remove this condition some have proposed that the Province should borrow and advance to the farmers at a lower rate of interest than they now have to pay. What does this mean, sir? It is stated that the mortgages amount to twelve millions. If it is possible for the Province to borrow such an amount for such a purpose what would be the position? The whole of the money would have to be paid to the loan companies, the farmer would still be mortgaged, but to the Government instead of to a private party. The Government would in fact become the landlord. The only difference to the farmer would be between say 5 or 6 per cent. interest and 8 or 9 per cent. which, if the statement is correct that the average amount of such mortgages is \$700 or \$800 would only make a difference of from \$21 to \$24 a year. Is it possible that this is enough to give prosperity to the farmer? I have it on the very best authority that at the present time no interest is being paid at all on a very large number of the mortgages. In such cases it cannot be said that the rate of interest is the cause of the trouble. Then, sir, we have to look at the other side. It is very certain that if the Province went into the market to borrow on such a proposition, it would not for such an amount, or even a considerably smaller amount, get the money at anything near 3 per cent., as at present. It would likely be 4 per cent. or over, which, with sinking fund, would reach over 5 per cent., and this would mean a very large increase of taxation, as the addition to expenditure for interest, etc., on such a loan would be \$600,000. That would mean more than doubling all our taxes, and of this the farmer would have to bear his part.

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I cannot help thinking, sir, that the farmers of British Columbia have much better prospects at their doors. The immense mining development going on has already made a change. The demand is going to be very large for all a farmer can raise, and when we add to the demand created by mining, the additional one arising from great public works which the Government hopes to be able to insure to in the Province shortly, it is evident that those who can provide what is wanted will be able to sell it to advantage. We know what a very large amount of farm produce is imported—a good deal of it raised in the State of Washington adjoining us. The farmers there are certainly not better situated than our own. They are not better farmers than here. Their taxes are heavier, their roads are not so good—I might, indeed, say that in many places they have none. But still they ship produce to the market. There is evidently, then, the demand, and we ought to supply it ourselves. I am quite aware, sir, that considerable improvement is being made in this direction. Several creameries have been started, and I believe have met with some success; and our fruit-growing is going on in a very promising manner. I believe that such bodies as the horticultural society and the proposed farmers' institutes will do a great deal towards assisting the farmer. (Hear, hear.) There are a number of new lines that our farmers will drop into as the demand grows. We have now a larger population in the Province than we have ever had and it is constantly increasing, which must create a demand for supplies which our farmers can raise. Attention will this year be turned to the growth of flax, which is said to be a very profitable enterprise. I notice that in California the growth of sugar beets is being advocated; in fact, I am informed that after many difficulties they have found the right beet for

this coast, one producing plenty of saccharine and not only being good for making sugar, but also the finest food for pigs, and thus promising to make a new industry. I may say, sir, the Government fully appreciate the difficulties under which our farmers are laboring and are most desirous to promote their welfare.

Now, sir, the hon. gentlemen opposite are, I feel sure, getting restless. They want to rush on to the debate and endeavor to demolish my arguments. The hon. member from Dewdney and the hon. member from Richmond will probably have a very subtle array of figures to prove that we are daily getting worse off. I think it was the last named gentleman who last year had so arranged his figures that he convinced himself that there was something wrong. He showed conclusively to himself that the amount of money that the Government had on hand was more than it ought to be. I must candidly admit that I have not yet found that delusive amount. I wish I had. (Laughter.) These gentlemen, however, cannot do away with the fact that we shall have a fair amount of cash on hand next year to add to the following year's revenue.

Before closing I would like to state shortly the amount that has been expended during the past 10 years on what I may call public works for the public good in this Province. Roads, streets and bridges amount to \$2,558,038; public buildings, \$1,013,107; surveys, \$287,100; education, \$1,605,291; hospitals, \$370,682; asylum, \$137,426; or a total of \$5,971,644. In addition there have been grants to fire companies, to agricultural institutions and to the Old Men's Home. I think, sir, that, for a Province situated as this is and considering the difficulties we have to contend with, that is a very good showing of the work that has been carried out for the public welfare. It is really in the interests of the people, and when you compare this with the amount we have borrowed on loans I think it will show what a fine position we stand in and what magnificent assets we have for these loans, which clearly prove why our credit is so good in Great Britain.

To sum up in a few words, sir, I have shown that the revenue for last year was close to the estimate made of it, that the expenditure was as voted; that in the current year ending June 30 next the revenue will certainly be more than was estimated and the expenditure in accordance with the vote, so that there will be approximately \$280,000 on hand to begin 1897-8 with, and to add to this amount a rapidly increasing revenue.

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This, I think I may say, is very satisfactory. Of course it is largely brought about by the great mining development which is calling the attention of the world to British Columbia, and I am confident that such development will not confine itself to mining, but will extend to other industries as well. The improved condition, sir, will enable us to take in hand in the near future such public works as must tend to greatly promote the welfare of the Province. I now move, Mr. Speaker, that you do leave the chair. (Applause.)

MR. SWOIRD, in rising to reply to the Minister of Finance, said in connection with the reference made to himself that he was of the opinion that the Government is not fit to be entrusted with large sums of money and that this opinion is general throughout the Province. Several members—"Oh! oh!"

Mr. Swoird—"I said throughout the Province. I made no reference to the gentlemen opposite as they do not represent the public opinion of the Province." (Hear, hear.) Continuing he criticised the material increase in salaries and held that the Government should have reduced the expenditure under this head instead of increasing it. If the members of the Government conducted the business of the Province as they did their own private business they would reduce the number of officials and not increase the salaries. The Minister of Finance had prided himself on the method of converting the debt but a close examination of the figures connected with the conversion would show that the Province instead of gaining had lost very heavily. I, the members had known what the result of this conversion would be they would not have voted so unanimously for the scheme. He quoted figures to show that there were thousands of dollars lost by the system of conversion in addition to the \$15,000 of expenses exclusive of the cost of the Minister of Finance travelling to London. He pointed out that in every case the sinking fund and interest were provided for by fresh borrowing. The policy has been to borrow a certain sum to be squandered and then effect another loan to provide for the interest and sinking fund of the first amount borrowed. When the second loan was spent similarly to the first, the Finance Minister was ready for a fresh loan. In 1891 the feeling of the electors throughout New Westminster district was that there was a necessity for public works and they were prepared to support the Government in borrowing money for such purposes. The members supported the Government in asking for a loan in 1891 and again in 1894 but had they known that neither of these loans was to be used for the purposes for which they were intended they would not have granted that support. It is very pleasant to have money to spend but the day is fast approaching when the money borrowed must be paid back and the Government will not be able to float a loan to pay interest and sinking funds. In face of this it is surely a foolish policy for the Government to increase the expenditure of the Province by increasing salaries of officials. He criticised the Finance Minister for the sale of inscribed stock by which the Province has lost heavily. He was amused at Mr. Turner's remarks about cheap money for farmers. The Finance Minister held that the prosperity of the farmers of New Zealand did not depend on government assistance, but on the energy of the farmers themselves and in the next breath painted a glowing picture of the boom that could be expected from the large sum of money which the Govern-

ment expect to borrow for railway purposes. All join in congratulating the Province upon its mining development but that development cannot be credited to the Government. The Finance Minister was to-day a little more modest than on other occasions and to do him justice he did not take credit to his Government for the mineral development of Kootenay and other districts in the Province.

Besides the finances of the Province not being in safe hands there are other departments of the Government not in a satisfactory condition. Last year the Chief Commissioner had introduced a bill providing for the sale of public lands by land warrants. The measure was withdrawn, however, through the influence of adverse public opinion and there was a return to the old system of selling public lands with such safeguards as the House deemed necessary to interpose.

The Legislature thought it wise to insert clauses in the act prohibiting the sale of timber lands, lands suitable for townsites and fishing stations. These restrictions were not observed and applications were made for the purchase of lands suitable for fishing stations. Mr. Sward also referred to the Columbia & Western railway bill and the peculiarities connected with the securing of Mr. Heine's bond. Who is Auguste Heine, he asked, that his word should be accepted for a large amount? The Government accepted Mr. Elthet's personal bond in connection with the British Pacific, but Mr. Elthet is a gentleman whose financial standing is well known. Mr. Heine is not known, however, to have sufficient interest within the jurisdiction of the courts to enable the Province to recover the value of his bond.

Mr. Sward then turned his attention to the Attorney-General and his department. He criticised the delay in bringing down the Water bill, through which the consideration of all private bills had to be deferred. The Attorney-General could not plead that he was ignorant of the necessity for such an act, and the bill should have been ready at the opening of the session so that it could receive that consideration its importance demands. Other members could find plenty of reasons for criticising the Provincial Secretary and his department.

Mr. Kidd rose to continue the debate on some of the Government supporters showed any intention of speaking. In explaining to the Premier his remarks of last session which had been referred to in the Budget speech, he said that his contention was that money had been borrowed for a certain purpose but had not been used for that purpose. To see this all one has to do is to look at the Finance Minister's figures. In ten years over \$4,000,000 has been borrowed to be used in public works, and during that time only \$2,558,000 has been expended for that purpose. If this was applying the money for the purpose for which it was borrowed he was no judge. The amount spent during the ten years for public works and education was only about \$150,000 more than the amount borrowed. Add to the sum borrowed the amount realised from the sale of public lands and the total is \$5,317,806, or over half a million more than was spent altogether on roads, public buildings, education, hospitals, asylums, public works and school houses. Surely the Finance Minister cannot be congratulated on such a showing. He also criticised the conversion of the loan. The estimates, he contended, reveal the fact that the policy of having the expenditure greater than the revenue is going to continue. Salaries were reduced last session but are going to be increased this session. The Government should have adopted the policy of reducing salaries in conformity with the inability of the taxpayers to pay sufficient taxes to meet the expenditure. The Government are making no effort to retrench. The Finance Minister to-day gave no assurance or no hope that the Government intend to assist the farmers in any way. Had the Government spent the money borrowed in opening up this country, the farmers would be in a more prosperous condition. There is not now one settler in Howe Sound district for two there some years ago, and all because the Government had failed to provide needed public works. He condemned the Government for their treatment of the Burnaby small holders. In contrast to this treatment he pointed out how lavishly the Government had expended money on the Bella Coola settlers. Why should these people be given a preference over ordinary settlers or why should ordinary settlers be neglected in order that these people should be looked after? The Government's stopping in to sell lands for taxes and shutting out new municipalities was dwelt upon, as was also the sale of lands for \$1 per acre that could be leased at 25 cents per acre per annum. Mr. Kidd again referring to the finances of the Province pointed out that borrowing must be resorted to to pay interest and sinking funds of former loans. He always held that the Province was in a safe financial condition while the income from the Dominion Government paid the interest and sinking fund, but now this income is inadequate to the extent of \$40,000 to meet these payments. If the capitalists realised the financial condition of the Province its credit would not be so high as it is at the present time.

MAJOR MUTTER congratulated the Government on the very weak attack made upon it. He desired to make some remarks about agriculture, but did not wish to be understood as criticising the Finance Minister. He advocated a policy of assisting the farmers, however, and disputed Mr. Turner's contentions about the New Zealand farmers.

MR. WILLIAMS said that it is a parliamentary rule that a member should only refer to the remarks of the previous speaker, and since the hon. member who had just sat down had said that he could congratulate the Government on the weakness of the attacks made upon it, he could congratulate the hon. member for George-Albert (Major Mutter) upon the fact that he had made a very

strong attack upon the Government. In fact every word he had uttered had been condemnatory of the agricultural policy of the Government, and not one word of approval was there to qualify his remarks. The members must be satisfied from what they had heard that this was indeed the last of April for they had had a lot of April Budget Speech. There was nothing more in the speech than contained in the Public Accounts and the Estimates.

Hon. Mr. Turner—That is so. Mr. Williams contended that it is true that the year just ended was one of the most prosperous that this Province had ever enjoyed judging from our exports, and he held that the exports were the pulse of the business of the country. Taking the Board of Trade figures—which presumably were correct—our exports for 1896 exceeded those for 1895 by \$1,600,000; exceeded those for 1894 by \$2,750,000 and the exports for 1893 by nearly \$5,000,000. That showed that the country was in a prosperous state, and he held that the Government had not taken advantage of that prosperity, nor had they presented a statement commensurate with that prosperity. Since consideration the expenditure with the exception of one year had annually exceeded the revenue, and so far as he could see, so long as the present Government remain in power there will be no hope of the revenue equalling, let alone exceeding the expenditure. In 1896 the revenue was \$989,762, expenditure \$1,614,723, showing a deficit of \$624,961; in 1895, the revenue was \$896,025, expenditure \$1,906,000, over a million dollar deficit; in 1894 the revenue was \$821,660, the expenditure \$1,514,405, a deficit of \$692,745. That was a pretty good record for any government; a record of which they might be proud! It was his opinion that the Government simply made the wildest guesses in regard to the Estimates in their endeavor to hit off the probable revenue, showing that they did not properly grasp the situation. Take the Estimates for 1895-6; was there anything there of which the Finance Minister could feel proud? Receipts from land sales were put at \$180,000 and the receipts were \$64,000, so that on that point the Finance Minister was out only \$116,000.

Hon. Mr. Turner—I told you that. Mr. Williams—Then look at the returns from timber leases; the estimate was \$40,000, the receipts were \$27,866. Out only \$12,134! From miners' licences, the estimate was \$26,000, the actual receipts from that source of revenue were \$54,959; the Minister of Finance was out only \$28,959 on that. The real property tax was estimated to bring in \$85,000, but the receipts were \$93,148; out only \$8,148 on that. The printing office was estimated to bring in \$5,500, it had brought in \$11,100; out only \$5,600. Pretty good guesses! (Laughter.) He instanced several other items where the returns materially differed from the estimates, winding up with the succession duty, which was estimated to bring in \$10,000 and had actually realised \$8,481—a difference of \$1,519, bringing the total miscalculation up to \$298,515. If by any possible chance the sum total of the receipts was about the same as the estimated expenditure, surely the Minister of Finance could not claim any credit for that.

Hon. Mr. Turner—Shows how cleverly we did it.

Mr. Williams—"It shows that you could not grasp the financial problem, but acted in a go-as-you-please sort of way." (Laughter.) He held that this Government—and he was not going to particularise because they had already been ably criticised—was that this Government had been extravagant and wasteful in the expenditure of the public money. One thing in which he considered that they had been both wasteful and extravagant was in the

money they had spent in travelling about the country at the public expense in fact they had even extended their travel to foreign lands. (Laughter.) Let them look at page 1026 of the Sessional Papers for 1896, and between the dates of 30th June, 1894, and the 30th June, 1895, they would find that the Provincial Secretary took a trip to Ottawa—what his object was he (Mr. Williams) did not know, but he had been able to ascertain, but he managed to expend \$450. There were many small items contained in this amount, but having been in the Ministry but a short time, he had not then begun to deal in cents, and the account came out even. (Laughter.) There were cents in many of the items, but they added up all right. He would not impute that they were not correct, as the total came out even it was probably a mere accident. Then we came to the Attorney-General, presumably it was his first trip, and he was rather more extravagant. The trip was supposed to be business, but it must have been political because he turned over his brief to another. That little trip cost \$387.85. These returns had been asked for last session, but they had not been brought down in time for the members to have access to them after being printed, and that was the reason that these matters had not been alluded to last year. Then there was the late Premier of the Province. He had been a very good traveller indeed. He had paid a visit to East and West Kootenay, for which the country paid \$168. Then the Provincial Secretary took a flying trip to Ottawa, which cost the country a lump sum of \$200.

Hon. Col. Baker—For two years. Mr. Williams said he was not going to ask for an itemised account. When he went away from home he did not want the public to know how he spent all his money. (Laughter.) The difference was that he was spending his money while the Ministers were spending the public money. He came now to the Chief Commissioner of Lands and Works. He had only once been allowed by his colleagues to wander away from home. He took a trip as far as Kamloops, where it would be remembered

that he delivered that famous political speech. Although it only occupied five lines, it cost the country \$100, to say nothing of the Province having been deprived of the valuable services of the Chief Commissioner for some time. (Laughter.)

Hon. Mr. Turner—That is \$20 a line. Mr. Williams—Yes, sir, but the Ministers are more expensive as a whole. He might say that this was a trip to Mr. Martin's home at Kamloops solely.

Hon. Mr. Martin—Oh no!

Mr. Williams—I have got it that it was to his ranch at Kamloops.

Hon. Mr. Martin—I was not at my ranch. I did not spend 12 hours on my ranch.

Mr. Williams—If the hon. member will listen to me, I do not say that was so; I only say that I have it that way. (Laughter.)

Hon. Mr. Turner—You do not want any one to reply.

Mr. Williams—It does not appear in the papers, or the return. He also drew his seasonal mileage on this trip—that was for paying a visit to his constituents. Then they had another little trip on the part of the Attorney-General to England to look after the appeal in the precious pasture case. He would not say whether there was any actual necessity for this trip. He would freely admit that where a legal gentleman had a case in his hands—even if he did not hold the brief—it was advisable for him to be present to give information as very often very important questions came up. However, in other cases just as important it had often been deemed unnecessary for the Province to be represented. What he wanted to deal with was the amount it had cost the country. In reply to a question put to the Attorney-General he had elicited the fact that the hearing of this appeal occupied one day, July 9th, 1896. Messrs. Bigham, Q. C., and C. A. Russell had been retained on the 16th and 17th of May respectively, and they had been briefed on the 2nd July, 1896. The costs of the services of these parties had been £340 10s. 8d. and £224 8s. 8d. had been refunded. It appeared to him that with both junior and senior counsel engaged, the presence of the Attorney-General could hardly have been necessary. Most certainly if he had gone over to assist at the hearing of this case, he might have dispensed with the hiring of a junior counsel, and thus saved that portion of the fee.

Hon. Mr. Elberts—There are fees there as well as those of Mr. Williams said there was necessity for two counsel to be called, but he was willing to let the public judge of that. In any case, it was only one day occupied in the case, and one week were briefed in the case could sufficiently versed in it to personally he could not see why for the Attorney-General. It had cost \$1,844, and the member that was not the only member of the Cabinet, of \$4,000 per annum to look after the business of the country—the put that value on their services on the statute book. Mr. Williams said that he actually paying \$1,830, being the Attorney-General's proportion while he had been attending the hearing of this case, so the actually been out \$4,154 on the case, which did not cost the Province entirely too expensive, a out of proportion to the importance of the case, which did not warrant the outlay, nor the engaging of senior counsel. Not only the Attorney-General had to be business in his office became so that they had not even tend to the correspondence, reply to the letters that were sent them. Again during his absence had been a very important here. The Kootenay Quarry Co. action against the Queen, the Government had refused to stone purchased under contract July last, and in the absence of the Attorney-General, that case can the company obtained judgment \$100,000, and with costs it amounted to \$13,000. It was possible that the Attorney-General had been the result might have been different. Then again in 1895, the Minister took a visit to London, absent 139 days for which the Government \$10 a day, cost \$88.36, his fare was \$394, maintenance of \$1,872.38. During his absence he was negotiating the loan. Did it actually take the hon. 139 days to negotiate that loan? The fees for the negotiation of previous concerns were very large, yet in answer to the question, business of the Province required the attendance of the hon. the Minister in London in 1896? That the Finance Minister was in London in 1896, but business was present in 1896, and that he graphed for by the Government to make arrangements for the of the 1895 loan and also in connection with the friendly suit relative transfer of the \$160,000 which been effected. He could not it had been necessary for the Minister to have gone for that. It would appear that we have General in London who is present there for the purpose of attending any business of this Province arise. He was put there under position that it would save annual trips. Surely if he is in position here is a case which have attended to.

Hon. Mr. Turner—Read the my answer to your question.

Mr. Williams—You say that he is competent, but on such occasions the presence of the Ministers of the Colonies is requisite, and is required.

Hon. Mr. Turner—The other all have Agent-Generals.

Mr. Williams—If the Agent-General is not competent, why retain him?

Hon. Mr. Turner—Read my Mr. Williams—"If the hon. doubts the accuracy of the ow

we shall have to give him stronger than this." He was the hon. gentleman that he correct. Whether the hon. intended to deceive the public he would leave the public to judge. He would like to know if any believed that it required 139 days to negotiate that piece of business was another matter, he was that the Government did it as it should to this collection revenue. It is just as necessary Government to pay attention to detail as it is for a man, and no man can succeed unless he does look after

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probably a mere acci-
came to the Attorney-
ly it was his first trip,
her more extravagant.
appeared to be business,
been political because
his brief to another.
cost \$387.85. These
asked for last session,
ot been brought down
members to have access
being printed, and that
that these matters had
d to last year. Then
the Premier of the Pro-
been a very good trav-
he had paid a visit to
Kootenay, for which the
168. Then the Provin-
took a flying trip to
sot the country a lump
er—For two years,
said he was not going
omised account. When
from home he did not
to know how he spent
(Laughter.) The dif-
at he was spending his
e Ministers were spend-
money. He came now to
mission of Lands and
d only once been allowed
to wander away from
a trip as far as Kam-
t would be remembered

ad that famous political
ch it only occupied five
country \$100, to say
Province having been de-
sirable services of the
oner for some time.

er.—That is \$20 a line.
Yes, sir, but the Minis-
ter is expensive as a whole. He
this was a trip to Mr.
at Kamloops solely.
er—Oh no!
I have got it that it
is at Kamloops.
er—I was not at my
ot spend 12 hours on

If the hon. member will
not say that was not
I have it that way.

er—You do not want any

It does not appear in
a return. He also drew
age on this trip—that
a visit to his constitu-
had another little trip
he Attorney-General to
after the appeal in the
case. He would not
re was any actual ne-
trip. He would freely
e a legal gentleman had
nde—even if he did not
was advisable for him
give information as very
tant questions came up,
er cases just as impor-
been deemed unnece-
ssary to be represented.
to deal with was the
at the country. In re-
a put to the Attorney-
litted the fact that the
ppeal occupied one day.
Messrs. Bigham, Q. C.,
had been retained on
h of May respectively.
en briefed on the 2nd
e costs of the services
had been £340 10s. 8d.
had been refunded. It
that with both junior
l engaged, the presence
General could hardly
ary. Most certainly if
to assist at the hear-
e might have demanded
a junior counsel, and
portion of the fees.

Hon. Mr. Eberts—There are solicitors
fess there as well as those of counsel.

Mr. Williams said there may have been
necessity for two counsel to be engaged,
but he was willing to leave the pub-
lic to judge of that. In any event there
was only one day occupied in the hear-
ing of this case, and one week after they
were briefed in the case counsel were
sufficiently versed in it to argue it.
Personally he could not see any neces-
sity for the Attorney-General's presence.
It had cost \$1,844, and they must re-
member that was not the only loss. All
the members of the Cabinet got salaries
of \$4,000 per annum to look after the
business of the country—they may not
put that value on their services, but it
is on the statute book. We had been
actually paying \$1,880, being the At-
torney-General's proportion of \$4,000
while he had been attending to the
hearing of this case, so that we had
actually been out \$4,154 on that trip.
That is what it cost the country. It
was entirely too expensive, and entirely
out of proportion to the importance of
the case, which did not warrant such an
outlay, nor the engaging of junior and
senior counsel. Not only that, while
the Attorney-General had been absent,
business in his office became so congest-
ed that they had not even time to at-
tend to the correspondence, nor to re-
ply to the letters that were sent to
them. Again during his absence there
had been a very important case tried
here. The Koksalah Quarry Co. brought
action against the Queen, because the
Government had refused to accept some
stone purchased under contract. In
July last, and in the absence of the At-
torney-General, that case came on, and
the company obtained judgment for \$12-
000, and with costs it amounted to about
\$13,000. It was possible that if the
Attorney-General had been here to give
the Province the benefit of his ability
the result might have been different.
Then again in 1895, the Minister of
Finance took a visit to London; he was
absent 139 days for which he charged
the Government \$10 a day, cab hire was
\$88.36, his fare was \$394, making a to-
tal of \$1,872.86. During his absence
he was negotiating the loan of 1895.
Did it actually take the hon. gentleman
139 days to negotiate that loan? Then
the fees for the negotiation paid out to
various concerns were very large, and
yet in answer to the question, "Did the
business of the Province require the at-
tendance of the hon. the Minister of
Finance in London in 1895?" he replied
that the Finance Minister was not in
London in 1895, but business required his
presence in 1896, and that he was tele-
graphed for by the Government brok-
ers to make arrangements for the issuing
of the 1895 loan and also in connection
with the friendly suit relative to the
transfer of the \$160,000 which had since
been effected. He could not see how
it had been necessary for the Finance
Minister to have gone for that purpose.
It would appear that we have an Agent
General in London who is presumably
there for the purpose of attending to
any business of this Province which may
arise. He was put there under the su-
pposition that it would save these an-
nual trips. Surely if he is fit for his
position here is a case which he could
have attended to.

Hon. Mr. Turner—Read the whole of
my answer to your question.

Mr. Williams—You say that he would
be competent, but on such occasions the
presence of the Ministers of Finance of
the Colonies is requisite, and is generally
required.

Hon. Mr. Turner—The other colonies
all have Agent-Generals.

Mr. Williams—If the Agent-General is
not competent, why retain him in of-
fice?

Hon. Mr. Turner—Read my answer.

Mr. Williams—"If the hon. gentleman
doubts the accuracy of the own answer,

we shall have to give him something
stronger than this." He would show
the hon. gentleman that he was not
correct. Whether the hon. gentleman
intended to deceive the public or not,
he would leave the public to judge. That
trip had cost the country \$1,872 and
he would like to know if anyone really
believed that it required 139 days to
transact this piece of business. There
was another matter, he was convinced
that this Government did not attend
as it should to the collection of the
revenue. It is just as necessary for a
Government to pay attention to mat-
ters of detail as it is for a man in busi-
ness, and no man can succeed in busi-
ness unless he does look after details

The result of non-attention to detail
has been that the Government have
not collected the revenue they should
have got in. It is a very difficult mat-
ter to become acquainted with the
business of this country for the simple
reason that it is extremely difficult to
get any specific information. The Public
Accounts Committee is supposed to give
information on this subject, but they
have made only two reports available
to the House for the purposes of this
debate, the one brought down to-day
being the third.

An Hon. Member—Who is responsible?

Mr. Williams did not know, but the
fact remained that they had only had
three reports. There was an instance,
the Nakusp & Stoom Railway. They
had no details of freight, the number
of passengers or anything else, and yet
the Province was supposed to get 40
per cent. of their total earnings. On
28th February, 1896, an order was
passed by the House asking for a re-
turn giving all this information, the
freight, number of passengers, etc., etc.,
but to this day these returns had not
been brought down—or at least if they
had been, he had been unable to find
any trace of them. Notwithstanding
that resolution, the House is not yet
in possession of these details, and pre-
sumably the Government is not. How
then were they to arrive at the 40 per
cent. which they were supposed to col-
lect? Then there was the Victoria &
Sidney Railway, for which the Province
is paying 2 per cent. It is high time
that some enquiry was made into the
working of these roads. He was also
under the impression that the timber
dues are not properly collected, and he
based his opinion upon the fact that in
the return of the Chief Commissioner of
Lands and Works it is set out that the
Moodyville Sawmill Co. paid a royalty
on all the timber that they cut amount-
ing to \$7,889. Now one half of that
amount was repaid, showing that every
foot of timber that they cut was for
export. That might have been the case
with them for the local consumption
did not amount to much, but the same
state of things was supposed to exist
with reference to all the leading mills
of the Province. He would like to ask
the Chief Commissioner if these mills did
not cut any timber for local consump-
tion. It is very easy to show every
foot they exported because they got
25 cents a foot rebate on it, and had
to pay a royalty of 50 cents a foot
on every foot they cut for home con-
sumption. There were also other dis-
crepancies contained in a return asked
for on 20th February, 1897, as to the
amount of timber dues collected from
mill owners in West Kootenay. In the
return the Nelson Sawmill was set out
as paying \$284.50, whereas the report
said \$387.25; in the return the Say-
ward mill, through Mr. Skinner, was
credited with \$1,529, and it was not
mentioned at all in the report. These
were discrepancies which might be
capable of explanation, but they cer-
tainly bore a peculiar aspect.

There was another matter to which
he wished to refer. This was an incor-
rect statement given to him by the
Premier in answer to a question. He
had asked the Premier the following
question: "Has the Columbia and West-
ern Railway Company deposited security
with the Provincial Government in com-
pliance with section 3 of the Columbia
and Western Railway Subsidy Act, 1896?
If so, when was the said security de-
posited? To these two questions he
received the reply that security had
been deposited on the 14th October,
1896, by bond, and that the name and
address of the bondman was August F.
Heinse, of Trail, B. C. In answer to a
question as to the conditions of the
bond he was informed that it was to be
supplanted by first mortgage bonds of
the railway company as soon as issued.
Whether the Premier made use of the
expression "as soon as issued" he would
leave the House to judge, but it was
not consistent with the fact. The con-
ditions of the bond was that Mr. Heinse
was to deposit the \$75,000 worth of
bonds before 15th December, 1896, and
the Premier knew the condition of that
bond, and further knew that the time
etated had elapsed. He had particularly
said "as soon as issued." He would like
him to look at the bond, and see if he
could find that as a condition. The con-
dition was for a specific date which had
expired, and yet he said "as soon as is-
sued." He said that that was unworthy
of the Finance Minister. If he had not
wished to mislead, he should have post-
ed himself on the facts. He would not

go so far as to say that the statement
had been made deliberately, but it was
certainly framed ingeniously. The bond
had been given for \$50,000 on the 14th
October, 1896, and by the 15th Decem-
ber, 1896, there were to be deposited
with the Minister of Finance first mort-
gage bonds of the company. To the
amount of \$75,000 for security, and the
bond recites that the company should
have on the first section of the rail-
way, consisting of 16 miles, a series of
bonds, being 2,500 of \$1,000 each and
5,000 of \$500 each, with interest at 6
per cent., making \$5,000,000 in all. These
bonds were secured on the line, rolling
stock and plant of the railway by mort-
gage. He would ask the Attorney-Gen-
eral if he had inspected the deed or a
copy of it, and if he had, did he pass
that deed and those securities? Had
the other Ministers seen it? If they had,
then they were not fit to make our
laws. They had no right to accept a

bond of that kind because it was not
in compliance with the terms of the
contract. He would like to ask the At-
torney-General if he would advise a
client who came to him on private busi-
ness to accept bonds of that nature?
It is such affairs as this which show that
the hon. gentlemen opposite are not fit
to conduct the legislation of this coun-
try.

There was another matter of very
grave import to which he wished to call
attention. Not being satisfied with the
reply he had received from the Pre-
mier on this matter he had asked him
to show him the bonds and the papers
relating to them. The result had been
sufficient to considerably astonish him,
it was necessary, in compliance with
the by-laws of this company, that these
bonds should be executed at a meeting
of the directors specially called for that
purpose. He had procured a copy of the
minutes of that meeting which he would
read to them—the Premier also had a
copy.

"Columbia and Western — Deposited
\$75,000 mortgage bonds; being 75 of
\$1,000 each with interest at 6 per cent.
Series of 2,500 of \$1,000 . . . \$2,500,000
Series of 5,000 of 500 . . . 2,500,000

Total . . . \$5,000,000

"Bond dated 14th October, 1896, for
\$50,000 conditional that on or before
15th December, 1896, company shall de-
posit with the Minister of Finance bonds
of the said company duly issued as here-
inbefore recited to the amount of \$75-
000 as and for the security and upon
the conditions of section 3 of the Sub-
sidy Act, 1896."

The recital in the bond is the proposal
of the company to issue bonds to the
amount of \$25,000 per mile in re-
spect of the 16-miles of railway comprised
in the first section of road constructed;
this would be bonds to the amount of
\$400,000. Now the following were the
minutes of the meeting:

"January 27th, 1897.
"Minutes of a meeting of the provin-
tional directors of the Columbia
and Western Railway Company held
at head office of the company, at Trail
Landing on Wednesday, 27th day of
January, 1897. Present H. C. Bellinger,
er, F. E. Gutelius, F. E. Ward, Hon. E.
Dewdney, F. A. Heinse and A. P. Heinse,
being represented by their proxy, F.
P. Gutelius). A waiver of the rights
to notice of this meeting was signed
by F. A. Heinse, A. P. Heinse, Charles
Warfield and Chester Glass. F. E. Ward
was elected chairman. He stated that
the Lieutenant-Governor in Council had
extended for six months the time men-
tioned in section 3 of the act. The
minutes recite that the company have
issued certain series of first mortgage
bonds and have secured same by a first
mortgage on all their railway, rolling
stock, etc.; further recites that the
Lieut.-Governor in Council has signified
that the deposit of certain of the said
bonds to aggregate a face value of
\$75,000 will be good and sufficient se-
curity to the satisfaction of the Lieut-
Governor in Council to be deposited with
the Provincial Government in accordance
with the above recited enactment. Au-
thority was granted to the Secretary
to deposit said mortgage with the Pro-
vincial Government as required. (Signed)
George Cochrane, Secretary."

This meeting was held on January
27th, 1897, although the Heinse bond
was conditional that the company should
deposit the \$75,000 on or before the
15th December, 1896, so that the bond
was long ago forfeited. The bond of

the promoter himself had been taken furthermore without even an affidavit of justification—an affidavit that the man was worth anything. No affidavit had been taken from Heine to the effect that he was worth anything. As a matter of fact Heine has executed a deed of all his property to the B. C. Smelting Co. and does not now own that property.

An hon. member—How do you know? Mr. Williams—Because I examined the register. Here are the minutes and the minutes show that the Lieutenant-Governor in Council had extended the time for six months mentioned in section 8 of the Subsidy Act.

Mr. Cotton—Was the Lieutenant-Governor present in person at that committee, or was he there by proxy?

Mr. Williams—The minutes state that he was there, and in no less than nine

places in the act is the Lieutenant-Governor in Council vested with power to control the actions of the company. I do not wish to say one word disrespectful of the Lieutenant-Governor, but if the Hon. E. Dewdney, mentioned as one of the directors of this company in these minutes, is the same Hon. E. Dewdney who is Lieutenant-Governor—well then—he found himself at a loss what language to use in connection with it—it is very incongruous. Here we have a Lieutenant-Governor in Council vested with authority to accept bonds as security from a company of which the Lieutenant-Governor is one of the directors. Language is not strong enough to denounce a Ministry who would stand such a thing. There was no excuse, they were fully aware of the fact, and no language was strong enough to denounce the conduct of the Ministry of this Province in permitting such a scandal. Let them justify themselves if they could. He did not think that this Government, or any of the members thereof, could justify their conduct in permitting such a state of things to exist. He hoped that the stating of these facts would at least have a tendency to get some of the members of the Government on their feet; they had always shown an extreme reluctance to get on their feet and discuss the Budget. Rather would they allow member after member on the Opposition side of the House to express his views, and make no reply. There were certain facts and figures now before the House, and it was for the Ministers to try and justify themselves if they could. (Applause.)

Hon. Mr. Turner—The mouse came out of the mountain.

The House adjourned at 5.30.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Friday, 2nd April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. W. D. Barber.

Mr. Booth presented the Twenty-fourth Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
2nd April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

That the Standing Orders in connection with the under-mentioned Petition have not been complied with:

Petition for the incorporation of the British Columbia-Yukon Railway Company. The required notices have not been given, the first notice of intention to apply for this charter being dated 10th March; but as this neglect to comply with the rules was occasioned by the Company having been misinformed as to the necessity of applying to the Local Legislature, and as proper notices have been given of intention to apply to the Dominion Parliament for a charter over the same ground, and as your Committee have evidence that no private interests exist to be injuriously affected by the granting of the Petition, and as the proposed railway, if constructed, would be to the public advantage, your Committee respectfully recommend that the Standing Orders be suspended and leave granted to introduce the proposed Bill.

J. P. BOOTH,
Chairman.

The Report was received.

The Standing Rules and Orders were suspended and the Report adopted.

On the motion of Mr. Walkem, seconded by Mr. Kelly, it was *Resolved*,—

That an Order of this House be granted for a Return of copies of all correspondence between the Government and any person or persons in relation to the acquisition of land in connection with the *Louden* and *Blue Jay* mineral claims, in *Slocan*, as a Crown Grant.

Mr. Hume asked the Hon. the Premier the following questions:—

1. Did the C. P. R. Co. agree with the Government to do certain street improvements in the *Town of Nelson*?
2. If so, what amounts did the C. P. R. Co. contribute towards such improvements, and in what years?
3. What amount, if any, did the C. P. R. Co. contribute towards *Ward Creek Sewer*?

The Hon. Mr. Turner replied as follows:—

- "1. Yes.
- "2. 1st April, 1893; \$4,201.42.
- "3. \$571.05 in 1893."

2ND APRIL.

1897

Pursuant to Order, the adjourned debate on the question "That I do now leave the Chair," for the purpose of going into Committee of Supply, was resumed.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

Debate resumed.

On the motion of Mr. Smith, the debate was adjourned until Monday next.

The Hon. Mr. Martin presented a Return of correspondence regarding the employment of Mr. W. Ridgeway Wilson to give an estimate on an extension required on the Lunatic Asylum building at *New Westminster*.

On the motion of Mr. Booth, Private Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," was introduced, read a first time, and referred to the Railway Committee.

Resolved, That the House, at its rising, do stand adjourned until two o'clock on Monday next.

And then the House adjourned at 10:25 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Graham—On Monday next—

That a Select Committee, composed of Messrs. *Rithet*, *Bryden*, *Huff*, *Williams*, and the mover, be appointed, for the purpose of enquiring into the subject-matter of the Return presented to this House dealing with certain lands bought by Miss *Davey*, of *Victoria*, and claimed by *Ruckle Bros.* as a portion of their pre-emption, with power to call for persons, books and papers in connection therewith, and to report to this House from time to time.

Mr. Williams resumed the debate on the budget. He referred again to the Columbia Western Railway and that the company had given a trust to the Union Trust Company of York, which was now lying at the registry office. The deed was dated 1, 1896, but the meeting of shareholders authorizing it was not held till December 9, 1896. He noticed that the company had tried to deposit this deed out paying the fees to the registrar, and the company claiming that their special act they were not to pay the fees provided under the railway act. If that contention were true, he thought a great injustice had been done, as he did not think the legislature intended the company to have preference in the matter of fees. At the time the government had a mode of way bill to prevent special clauses put in bills.

Hon. Mr. Eberts, who was received with cheers, said: "Mr. Speaker, sure it gives me, as a member of government, the greatest of pleasure in my place to refute many of the remarks, which were coupled with most bitter invective, which fell from the lips of the hon. the senior member of Vancouver city (Mr. Williams), making my remarks I will confine myself to his on three of the salient points that he has made against the government. In the first place, sir, his attack were directed against the Attorney-General, a position, of course, which a little in touch with his ideas lawyer himself. He may get there he may not, but I can assure the hon. gentleman that after I have finished my remarks in answer to what he said in reference to myself in connection with my office, I am sure he will honor enough to get up and say I have done perfectly right. In reference to my first attack upon me it will be a short reply. He taxed me in a supercilious style with spending \$3,000 going up to Clinton, and said that I arrived there too late for the assizes, made a most erroneous statement. The facts are these: I became attorney-general on March 4, 1895, and as attorney-general I took it upon myself to prosecute the assizes. The first assize I was at was at Clinton. There was one there but the witnesses did not turn up so it was not carried on. I see the of the opposition smiling.

Mr. Semlin—I was there. (Laughter.)

Hon. Mr. Eberts—"You were not 'in on it.' (Re laughter.) A public meeting was called, and I did address the meeting. I called, I believe, at the request of the leader of the opposition, and was a very harmonious meeting in which I intended going to Kamloops but I found all the cases except had been disposed of and that I trusted to Mr. Whitaker. I then turned to my duties in Victoria on June 4, 1895, I proceeded to the country, and went to Vernon, I prosecuted at the assizes, and from went to Nelson, where an important murder case was heard. It is in my way that I am accused of spending public moneys of the province. I came a minister for the first time March, 1895, and I submit, sir, it is my duty, if I wanted to know any about the country, to go up-country and find out its needs and requirements. I say that \$380 was well spent. It would have cost five times more if I had given out the prosecution I shall attend the assizes whenever I can. It is the duty of all ministers to go about the country from time to time, to keep pace with its changing needs. The next attack of the gentleman was on my trip to England, in connection with the precious metals case. After saying how the case arose, he spoke of the necessity for his going to England and said: "If I had not the opposition would have raised a cry and would have said: 'Your duty to have gone to England done everything for the interests of the province in your power.' The member for Vancouver said I ought to have gone to England, but I have stayed here on the Kootenai. It was on that matter, sir, that he entangled the government, hoping would lead to the credit of the opposition. (Hear, hear.) I did visit land and the case was set down for 14. I was there before that time had consultations with counsel. Hearing I appeared with Mr. J. B. Q. C., and Mr. O. A. Russell did lend help in the preparation of the case, and the solicitors Messrs. Garth, Hall & wrote me a letter in which the fo-

DINGS
Columbia.

NO O'CLOCK, P. M.
Bills Committee, as
Room,
2nd April, 1897.
Orders beg leave to
Petition have not
Company. The
to apply for this charter
was occasioned by the
the Local Legislature,
in Parliament for a
at no private interests
the proposed railway, if
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proposed Bill.
P. BOOTH,
Chairman.

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acquisition of land in
a Crown Grant.

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1897

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GINS, Speaker.

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from time to time.

Colonist Apr-3-97.

Mr. Williams resumed the debate on the budget. He referred again to the Columbia Western Railway and said that the company had given a trust deed to the Union Trust Company of New York, which was now lying at the land registry office. The deed was dated July 1, 1896, but the meeting of shareholders authorizing it was not held till December 9, 1896. He noticed that the company had tried to deposit this deed without paying the fees to the registrar-general, the company claiming that under their especial act they were not bound to pay the fees provided under the general railway act. If that contention was true, he thought a great injustice had been done, as he did not think the legislature intended the company to have a preference in the matter of fees. It was time the government had a model railway bill to prevent special clauses being put in bills.

Hon. Mr. Eberts, who was received with cheers, said: "Mr. Speaker, I am sure it gives me, as a member of the government, the greatest of pleasure to rise in my place to refute many of the remarks, which were coupled with the most bitter invective, which fell from the lips of the hon. the senior member for Vancouver city (Mr. Williams.) In making my remarks I will confine myself to his on three of the salient charges that he has made against the government. In the first place, sir, his attacks were directed against the Attorney-General, a position, of course, which is a little in touch with his ideas as a lawyer himself. He may get there, and he may not, but I can assure that hon. gentleman that after I have finished my remarks in answer to what he has said in reference to myself in connection with my office, I am sure he will have honor enough to get up and say I have done perfectly right. In reference to his first attack upon me it will be a very short reply. He taxed me in a very supercilious style with spending \$387 in going up to Clinton, and said that I arrived there too late for the assizes. He made a most erroneous statement. The facts are these: I became attorney-general on March 4, 1895, and as attorney-general I took it upon myself to prosecute at the assizes. The first assize I went to was at Clinton. There was one case there but the witnesses did not turn up so it was not carried on. I see the leader of the opposition smiling.

Mr. Semlin—I was there. (Laughter.) Hon. Mr. Eberts—"You were there, but you were not 'in on it.' (Renewed laughter.) A public meeting was called and I did address the meeting. It was called, I believe, at the request of the leader of the opposition, and we had a very harmonious meeting indeed. I intended going to Kamloops, but I found all the cases except one had been disposed of and that I entrusted to Mr. Whittaker. I then returned to my duties in Victoria; and then on June 4, 1895, I proceeded again up-country, and went to Vernon, where I prosecuted at the assizes, and from there went to Nelson, where an important murder case was heard. It is in this way that I am accused of spending the public moneys of the province. I became a minister for the first time in March, 1895, and I submit, sir, it was my duty, if I wanted to know anything about the country, to go up-country myself and find out its needs and requirements. I say that \$380 was well spent. It would have cost five times more than it did if I had given out the prosecutions. I shall attend the assizes whenever I possibly can. It is the duty of all ministers to go about the country from time to time, to keep pace with its changes and needs. The next attack of the hon. gentleman was on my trip to England, in connection with the precious metals case. After reciting how the case arose, he spoke of the necessity for his going to England and said: "If I had not gone the opposition would have raised a hue and a cry and would have said: 'It was your duty to have gone to England and done everything for the interests of the province in your power.' The senior member for Vancouver said I ought not to have gone to England, but should have stayed here on the Koksilah case. It was on that matter, sir, that he tried to entangle the government, hoping it would lead to the credit of the opposition. (Hear, hear.) I did visit England and the case was set down for June 14. I was there before that time and had consultations with counsel. At the hearing I appeared with Mr. J. Bigham, Q. C., and Mr. O. A. Russell. I did lend help in the preparation of the case, and the solicitors, Messrs. Garth, Hall & Rooke, wrote me a letter in which the following

words appear: "It was a matter of great satisfaction to have your assistance in getting up the case, particularly in reference to the numerous local acts, as well as to have your explanation of

the actual working of the placer mining law.' Now with regard to the fees. The hon. gentleman accused me of evading the question in the answer I gave him the other day.

Mr. Williams—"I did not."
Hon. Mr. Eberts—"You said my answers were not satisfactory."
Mr. Williams—"Perfectly."

Hon. Mr. Eberts—"The hon. gentleman can only speak in that way because he is not aware of the practice in the English courts at all, or else he would never talk in the manner in which he did with reference to my answer to his third: 'What fees were paid to counsel and solicitors?' I answered '£340 10s. 8d., but of this amount £254 8s. 8d. were taxed and refunded.' You will know, sir, how it is in England. He said it was not necessary for me to be there when counsel were already briefed. Counsel had not been briefed before I went there, but they had been retained before then to prepare the case. The briefs were not drawn up before I got there. When there, I drew on the Finance Minister—when you brief a counsel in England you have to hand him his fee. Mr. Bigham, Q. C., was paid 100 guineas and Mr. Russell 75 guineas. That is the usual fee in matters of this kind and it is, under the circumstances, a most reasonable one. Then they got £5 15s. each for consultation on July 2, which also is the usual fee. Thus Mr. Bigham was paid £110 15s. and Mr. Russell £31 10s., which makes £192 5s. I say, sir, it was a proper thing that the Attorney-General of the province should appear upon this case, especially in view of the fact that the Attorney-General had appeared before the Supreme court here and was thoroughly conversant with the case. If the Attorney-General hadn't appeared at the court of final review, you would have heard a howl from the opposition benches for that fact alone (Hear, hear).

"Now, sir," he continued, "the hon. gentleman says that I charged too much. I can assure the hon. gentleman it was nothing like what it cost me. Although the argument took place on a certain day, the solicitors asked me to stay until the judgment was given, as it might be necessary to argue on the question of costs. Judgment was not given till July 27. I included in my expenses the time that it would reasonably take me to get back to Victoria, and I made my return here on August 22. I left here on May 23, the case was not down for hearing on June 14, judgment was delivered on July 23, and I charged up to 23rd August. I submit, sir, that the charges I made were reasonable and only those I was entitled to make.

"Now there is a most important thing which was referred to by the senior member for Vancouver city. It was with a good deal of invective that he delivered his remarks against the members of the government and against, I might say, his honor the Lieutenant-Governor. It might be as well for all honorable gentlemen in this house to understand that the Lieutenant-Governor of this province does not sit in the executive council of this province, and never has done so. The executive council are the constitutional advisers of his honor; and he is not the adviser of the executive council. In reference to the particular subject referred to, the fact that in 1896 an act was passed here in reference to the Columbia & Western Railway Company and a grant, I think, of 10,200 acres of land was made to the company on each side of its proposed line, which was to commence at Trail and run to Penticton. That grant was made on the distinct understanding that within six months from the act becoming law the company would deposit to the satisfaction of the Lieut.-Governor-in-Council, security to the extent of \$50,000 that the railway would be built to Penticton within four years. I submit that security was given in due time, for you find that on October the 14th, within six months from the passing of the act, a bond for \$50,000.00 was drawn up and signed by Mr. A. Heinze to the effect that he would deposit before the 15th December, 1896, on the first sixteen miles of the railway, taking the value of that at \$400,000, to the extent of \$75,000 for the security as contemplated by the act, and to ensure these first mortgage 6 per cent. bonds. The executive accepted that proposition of Mr. Heinze, but it was impossible at that time to furnish these bonds, because they usually have to go through a

man or trustees or some trust company, and a great many details have to be settled before they can be put in. The act says the security shall be given to the satisfaction of the executive on or before December 15, 1896, and that bond was signed on October 14, 1896, and I would like the hon. gentleman to note that that was within the six months. (Hear, hear.) I submit that the government did a fit and proper thing in taking that bond of A. Heinze. Looking at the matter squarely in the face you will find that A. Heinze has done more for British Columbia than any other man. He built a railway without help from the government, and he has erected a large smelter which cost \$300,000 or \$400,000. By the building of that smelter at Trail I believe he stopped the establishment of one at Northport. He has invested his money in that smelter, and I ask you to tell how many men have done more than that for British Columbia, and who in a few months has built nearly 30 miles of railway which will give nearly continuous railway communication between Vancouver and Rossland?" Mr. Eberts then went on to explain this continuous communication, and added:

"It was hinted that Mr. Heinze was not a fit and proper person to take a bond from; in fact the hon. member from Dewdney (Mr. Sword) asked 'Who is Mr. Heinze?' Mr. Heinze, sir, is one of those men like Mr. Ewen, and Mr. Munn, and Mr. Hendry, from whom we took a bond for building the Kaslo and Slocan railway. They carried out their undertaking to its entirety, and I believe Mr. Heinze will carry out his bond to its entirety. He has built 13 miles from Rossland to Trail, and 30 miles from Robson to Trail, and we firmly expect he will carry the line through to Penticton. I do not believe he would put up his bond for \$50,000 unless he was going to carry out that project. That bond was given to assure the people of this country that the road would be built. It had been suggested by hon. gentlemen opposite that Mr. Heinze did not own anything in British Columbia to-day. The hon. member for Vancouver (Mr. Williams) in saying that he found that Mr. Heinze had conveyed all his property in the Trail Smelting Company did not tell the whole truth. At the time Mr. Heinze gave the bond—

namely, October 14, 1896, he had in his own right over a million dollars worth of property. He had the Trail smelter and he has conveyed that like many men do under the circumstances. We firmly believe that Mr. Corbin controls the Nelson & Fort Sheppard railway, that he is the one and only man in that company. We as firmly believe that Mr. Heinze is the one and only man in these other matters. The financial standing of Mr. Heinze has been inquired into and it is first-class. The executive, I submit, did all they could when they found out the standing of Mr. Heinze, and I hold that we can look upon a man who spends over half a million in the province as a man of good security. The hon. senior member for Vancouver declared that the government had extended the time for filing these bonds. That is not so, sir. He read that from a document. When the document came before me, I looked at it and said that that was not the fact, and that the executive had not given any extension of time whatever. There has been one bond only given, and that the one accepted in October. Mr. Heinze will be held to that bond.

Mr. Williams—"It is forfeited now. He did not put it in in time.

Hon. Mr. Eberts—"I do not think you say that as a lawyer, but as a layman."

Mr. Williams—"Yes, as a lawyer."

Hon. Mr. Eberts—"Then you must be a very bad one. (Laughter.) Attention was called to the position of the Lieut.-Governor. I regretted very much to hear that—and there was no one among the members of the government who knew that his honor was a member of the Columbia Western Co. I can assure the members of this house that until the government came into possession of the resolution I have read, which was received in February, they had not the slightest idea that his honor was a member of that company. He appears only as a provisional director, and the only part he took in reference to the matter now under discussion was that of being a provisional director. The executive had no knowledge as to whether (if at all) his honor was present at any meeting. If even

we had known that, it would not have affected the executive of this country in so far as that document was concerned, for that was only a mere resolution of the company directing the trust company to hand over to the government \$75,000 in bonds referred to in Mr. Heinze's bond of October 16, 1896. (Cheers.) As I said before, we have received a certain bond from Mr. Heinze, which Mr. Heinze will take up when the railway bonds are issued. I have not had an opportunity of looking carefully into the trust mortgage. It is executed in favor of the Union Trust Co. of New York. This bond has only been in the hands of the Premier a few days. The executive holds the bond of A. Heinze, and they will continue to hold it until the security is perfected to their satisfaction. Now, sir, I do not know if there is anything else that I need refer to except the general tenor of the remarks of hon. gentlemen opposite. You may rest assured, sir, that the government of this country is carrying on the government of this country in a fair and strict way, and there was no better evidence of the honesty of purpose of the executive of this country than when the hon. member for Vancouver (Mr. Williams) came to the Premier the other day and asked him to show the bond we have been discussing the premier immediately handed it to him and handed over also all the other papers in connection with the matter.

Mr. Williams—We had the right to see them.

Hon. Mr. Eberts—"Certainly, but not at that time. We were perfectly free and above board, though the hon. gentleman thought he had made a great point when he got hold of some papers which the Premier might not have intended him to see. No gentleman of the house has the right to look at papers at any time. The government of the country is only anxious to carry on the affairs of the province in an honest open way. The government is not perfect; no government is. I am not a perfect Attorney-General, but I have always tried to do my duty fairly and honestly according to the best of my ability. I am attacked by the hon. member from Dewdney (Mr. Sward) for not bringing down the water bill earlier in the session. Sir, was that water question discussed in the house before? Did I know anything about what private bills would come down this session, and that a number of them would refer to water? When that matter was pressed on our attention we immediately began to deal with it, and I must say in this connection that the remarks that the hon. the third member for Vancouver (Mr. Cotton) made in reference to this matter were of great assistance and help to me, and I say, sir, any man is an ass on any side of the house who will not take suggestions from those who are opposed to him." (Loud cheers.)

Mr. Williams, in explanation, said the punctuation of the minute which he quoted, seemed to him to show that the Lieutenant-Governor was present in person at the meeting.

Mr. Graham dealt solely with the application of Miss Davey for land in Yale district, and the applications for coal lands in the same district. Full returns have already been brought down by the government concerning these matters. Mr. Graham held that the Chief Commissioner was to blame for selling Miss Davey the land. The coal lands would have been reserved, if there was not such an influential person as Mr. Heinze behind the matter.

Dr. Walkem was in favor of allowing ministers when travelling sufficient allowance to keep up the dignity of the province, but he objected to their getting any allowance for time when they were not employed on the business of the province. He had not a word to say against the ministers travelling on duty having an allowance, although their predecessors had never had any. Furthermore, the Attorney-General in those days was not allowed to practice privately at all. He also referred to the Heinze matter and said that the Attorney-General read it wrongly and contended that the Lieutenant-Governor had been present. He took the government to task for not having made the dyking of the Fraser river a public undertaking and for not having carried out the work. He condemned the printing office as an expensive toy and suggested the letting of all government printing and the purchase of stationery being done by tender. He maintained that 20 or 40 per cent. annum could

be saved by introducing the contract system. He did not see anything wrong with the Lieutenant-Governor being a director of a company or taking charter, if he could get away with it. (Laughter.)

Hon. Mr. Martin defended the Lands and Works department from the attacks made upon it. He defied any member to get up on the floor of the house and name one single case in which the Land Act was not properly carried out. He would like to hear it. The hon. member for Dewdney had said yesterday the less money the premier had to spend in the interests of the country the better. His opinion was just the opposite. The more money the premier had to spend in development the better. As to Mr. Graham's complaints, he thought if the hon. gentleman would examine the papers in his office he would find these charges were unfounded. The object the government had in view was to develop the mining, lumbering, fishing, agricultural and other resources of the province, and they were helping in that development in the most economical way. The talk of the other side of the house about increasing salaries was talk to the gallery. The men whose salaries had been increased were old and tried and faithful servants. Mr. Kidd had referred to the settlers at Burnaby. It was not the intention of the government to do anything unjust to those small holding settlers. He admitted that the government had not acted up to the act in giving settlers time to pay up arrears, but they were not going to dispossess them. They had been too lenient, but he did not think there was any blame attaching to the government for being merciful. Mr. Williams had attacked him as to timber dues. If he consulted Mr. Skinner's report he would find that much of the timber was cut on private lands, and no dues had to be paid on that. The senior member of Vancouver had also referred to the shortage on land sales. That was very easily accounted for. The excitement in mineral districts reduced the demand for agricultural land. He also had spoken of the charge he (Mr. Martin) had made for travelling expenses—\$100 for 20 days. As a matter of fact, that trip cost him \$250, and he was \$150 out of pocket. The hon. member for South Nanaimo had made a malevolent attack upon himself. He went to Mr. Smith, of the treasury, the other day and asked him what became of a certain sum of money, and added that he supposed "G. B. Martin had had the use of it." Every hon. member in the house knew that his conduct had been honest and upright. Not a dollar of public money ever passed through his hands. In making that insinuation against him, the hon. gentleman was guilty of cowardly and malevolent conduct, and he declared that the honorable member was not worthy to represent such a constituency as South Nanaimo. He deprecated the hon. member for South Nanaimo's attitude towards the expenditure in connection with the funeral of Sir John Thompson. He deplored the condition of the Sayward mill employees. Although the government were not liable for their wages, the government proposed to do their best to see that they got their pay.

Dr. Walkem rose to explain.

The Speaker ruled that he could only explain some portion of his own remarks which the Chief Commissioner had represented.

Mr. R. P. Rithet congratulated the government on the financial condition of the country. He was disappointed at the lame attacks from the other side and supposed that it was because he was not a member of the public accounts committee that the hon. member for Dewdney had not made his usual skillful attack. The hon. member for Richmond had preached his usual blue ruin sermon. He need not take up any time in discussing him at all. Some hon. gentleman opposite complained of expenditure on public works. He wondered where the country would be if we could not spend more money than we got. In all enterprises they had to pay out before they could expect any returns and the same rule applied, only in a greater degree, to a young country like this (hear hear).

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ORDERS SUSPENDED.

Mr. Booth presented a report from the private bills committee stating that the standing orders had not been complied with in the petition for the incorporation of the British Columbia Yukon Railway Company, but as the neglect was caused by the company having been misinformed as to the necessity of applying to the local legislature, and as proper notice had been given of intention to apply to the Dominion parliament for a charter, and as the proposed railway would be to the advantage of the public if constructed, the committee recommended that the standing orders be suspended and leave granted to introduce the proposed bill. The report was adopted.

BUDGET DEBATE.

Mr. Williams resumed the budget debate. He again referred to the Columbia & Western Railway scandal. He pointed out that the company held that they could register the mortgage securing their bonds without payment of fees, and when the registrar refused to register this mortgage without such payment. Mr. Taylor (a partner of the attorney-general's), who was acting for the company, went to the courts to secure a mandamus to compel the registrar to accept the mortgage without such fees as are imposed by the general railway act. Mr. Taylor held that the Columbia & Western railway act was specifically drawn to escape those fees. If such were the case it was certainly not the intention of the legislature.

Hon. Col. Baker—Why did the legislature pass the act then?

Mr. Williams—It was certainly the duty of the attorney-general and the government to see that no act was passed by the house that was a direct violation of the B. C. Railway act.

Hon. Col. Baker—Where were the opposition?

Mr. Semlin—They were opposing the bill.

Mr. Williams—Yes, they were opposing such clauses as the one mentioned in the bill. It was time that the government had a model railway bill so that no private railway bill could pass the house with such important clauses omitted. He believed that he had said enough to bring a reply from the government. (Applause.)

HON. MR. EBERTS.

Hon. Mr. Eberts had much pleasure in refuting the remarks made by Mr. Williams. These remarks to a large extent were directed against the attorney-general. Hon. Mr. Eberts first referred to Mr. Williams' assertion that he spent money in travelling about the country. He pointed out that when he went to Clifton he attended the assizes there. Mr. Williams knew this when he made the statement, which was a deliberate falsehood. He would withdraw the word "falsehood," but Mr. Williams had attacked him in a way that was unjustifiable for a lawyer. Mr. Eberts also defended his other trips in the province and justified his appearance before the privy council in the precious metals case. Mr. Williams would lead the house to believe that instead of being in England on the precious metals case, he should have remained in Victoria and attended to the Kokilah case—a case in which Mr. Williams was special counsel for the purpose of entangling the government. When the parliament buildings committee were holding its investigations Mr. Williams then acted as counsel against the government. Mr. Williams knew nothing about how cases were conducted in England. If he had known he would not have said what he did. If the attorney-general had not gone to England and the case had gone against the province, the opposition would have raised a howl because the attorney-general did not attend. Mr. Williams had also accused him of charging the province too much for the trip. He only charged the usual allowance, which did not nearly cover his expenses. The attorney-general also stated that Mr. Williams had indulged in bitter invective against the government and the Lieutenant-Governor. He would say, however, that the Lieutenant-Governor does not sit in the executive council of this province, nor did he ever do so. He would go into the history of the Columbia & Western Railway transaction. In 1896 an act was passed granting this company a charter, also another act giving them a land grant of 10,200 acres a mile on each side of their line from Trail to Penticton. One of the conditions of the land grant was that a bond of \$50,000 must be given within six months from the passage of the act. That bond was given in October by F. Auguste Heinze. It was impossible at that time to secure

first mortgage bonds of the company, as these had to be approved by the trustees. In the meantime the mortgage bonds could be secured for \$50,000. That bond was given in October, 1896, which was the time mentioned in the act, mortgage bonds were not deposited in the time. They had to be signed by the president and of the company, stamped and the mortgage company would not take the bonds unless all the usual conditions were complied with. A member asked who was Auguste Heinze. His bond should be accepted for it. He would reply that Auguste Heinze had probably done more for Columbia than possibly any other in the province. He built a smelter at a cost of \$300,000, a railway from Trail to Rossland, a distance of sixteen miles, a railway from Trail to Robson at a cost of \$100,000 and carried out other works, such a man as the people of Columbia desired in their midst did much to develop the province and asking any assistance from government.

Mr. Williams—It was a painful situation.

Hon. Mr. Eberts maintained Heinze built up Trail and that that he built the smelter there the building of a smelter at New Columbia was a feather in the cap of the province to get the other built at Trail. All Heinze did was a paltry grant, which amounted to nothing at all. Could they tell him person that had done so much for the province? It was hinted that was not a fit or proper person to be trusted. Mr. Heinze was such a man as Mr. Munn, Mr. Hendry, these men out what they promised. He believed Mr. Heinze was equally responsible and would the road from Trail to Penticton bond was given to assure the people this province that the road will be constructed.

Mr. Williams—Time will tell.

Mr. Eberts held that it was a pity that Mr. Heinze had no property of his own, that he had turned his property over to the B. C. Smelting Co. Williams had left the impression Mr. Heinze had no property worth bond was accepted. Mr. Heinze had over \$1,000,000 worth of property in his own name. It was after that was given that he transferred his property to the B. C. Smelting Co. Mr. Eberts was in New York he had about Mr. Heinze's financial affairs and found that it was very high. No one was more surprised than the members of the government so far as the Lieutenant-Governor was one of the directors of the company. They nothing about the matter until the minutes of the meeting of the day. Hon. Mr. Dewdney was not at the meeting, as stated by Mr. Williams, but represented by proxy. He took part in the deliberations of the company if they had known that Mr. Dewdney was a director it would have made a difference to the government. The latter had received the bonds from the company a few days ago, but the attorney-general had no time to see them were all right, that they were mortgage bonds. The government anxious to carry out the law in an strict way. No better evidence this could be found than in fact it premier freely gave Mr. Williams papers connected with the bonds.

Mr. Williams—We had a right to see them.

Mr. Eberts—Certainly you had to see them. He then referred to Sward's charge that he had delayed the completion of the country. He denied the charge, as he had not known the demand for the water bill.

Mr. Williams pointed out the minutes of the meeting distinctly that Hon. Mr. Dewdney was present.

MR. GRAHAM.

Mr. Graham wished to refer to matters connected with the law works department. There was also for something to be done in the law of the farmers. If the provincial government could introduce such an the Interstate Commerce Act in on the American side they would much to assist the farmer. There been a great injustice connected with Mr. Johnson's application on behalf of Miss Davey for lands in Yale. Once a position is taken by the commissioner he never recedes that position, although a grave injustice may be done.

Am 3-97

SUSPENDED.
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ET DEBATE.

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first mortgage bonds of the railway
company, as these had to be authorized
by the trustees. In the meantime until
the mortgage bonds could be secured Mr.
Heinze's personal bond was accepted
for \$30,000. That bond was signed on
14th October, 1896, which was within
the time mentioned in the act, but the
mortgage bonds were not deposited with-
in the time. They had to be engraved,
signed by the president and secretary
of the company, stamped and sealed.
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this province that the road will be con-
structed.

Mr. Williams—Time will tell.
Mr. Eberts held that it was suggest-
ed that Mr. Heinze had no property
of his own, that he had turned his prop-
erty over to the B. C. Smelting Co. Mr.
Williams had left the impression that
Mr. Heinze had no property when his
bond was accepted. Mr. Heinze then
had over \$1,000,000 worth of property
in his own name. It was after the bond
was given that he transferred his prop-
erty to the B. C. Smelting Co. When
Mr. Eberts was in New York he inquired
about Mr. Heinze's financial standing
and found that it was very high indeed.
No one was more surprised than the
members of the government to find that
the Lieutenant-Governor was one of the
directors of the company. They knew
nothing about the matter until they saw
the minutes of the meeting of directors.
Hon. Mr. Dowdney was not at the meet-
ing, as stated by Mr. Williams, but was
represented by proxy. He took no part
in the deliberations of the company. Even
if they had known that Mr. Dowdney
was a director it would have made no
difference to the government. The prem-
ier had received the bonds from the
company a few days ago, but the attor-
ney-general had no time to see that they
were all right, that they were first
mortgage bonds. The government are
anxious to carry out the law in a fair
and strict way. No better evidence of
this could be found than in fact that the
premier freely gave Mr. Williams all
papers connected with the bonds.

Mr. Williams—We had a right to see
them.
Mr. Eberts—Certainly you had a right
to see them. He then referred to Mr.
Sword's charge that he had delayed leg-
islation of the country. He denied the
charge, as he had not known there was
a demand for the water bill. (Ap-
plause.)

Mr. Williams pointed out that the
minutes of the meeting distinctly stated
that Hon. Mr. Dowdney was present.

MR. GRAHAM.

Mr. Graham wished to refer to some
matters connected with the land and
works department. There was also room
for something to be done in the interests
of the farmers. If the provincial gov-
ernment could introduce such an act as
the Interstate Commerce Act in force
on the American side they would do
much to assist the farmer. There had
been a great injustice connected with E.
M. Johnson's application on behalf of
Miss Davey for lands in Yale district.
Once a position is taken by the chief
commissioner he never recedes from
that position, although a grave injus-
tice may be done.

Hon. Mr. Martin—The chief commis-
sioner is always right.

Mr. Graham held that the only ground
which the government had for refusing
this land to the Ruckle Bros. was an
error in a surveyor's report. If this
matter is investigated the attorney-
general would find that it was his duty
to prosecute Mr. Johnson for his affi-
davit in connection with this land. Mr.
Graham then went into the history of
the transaction to show that after
Ruckle Bros. had cultivated the land for
years, the lands and works department
decided to sell this land to Miss Davey.
This was contrary to the land act, as it
distinctly stated that no lands available
for agricultural purposes could be sold.

DR. WALKER.

Dr. Walker had noticed that
unfortunately for the standing of
the members of that side of
the house which he had supported
for two years, the members were con-
tent to let every question raised go by
default, because they were strong in the
belief that such questions as were raised
against the government were not to
be met by argument, but by brute force
in voting against any resolution con-
demnatory of the government. These
members, however, would have to ap-
pear before their constituents and ren-
der an account of their stewardship.
They would then have to explain their
votes in the house and the reason for
such votes. He was not a member of
the opposition.

Major Mather—Hear, hear.
Dr. Walker—Many of the members
who cry "hear, hear," undertake to
show their teeth to their constituents
through the summer months. They
then boast loudly of what they intend
to do when the session arrives, but
when the session does arrive they
truckle to the treasury benches. They
offer no criticism, but simply vote for
the government. He had listened with
a good deal of pleasure to Mr. Eberts.

It appeared like a special case of spec-
ious pleading. He appeared to be plead-
ing to a jury to let the prisoner off. His
language was such as might mislead
those who did not understand the Colum-
bia & Western railway question. Mr.
Eberts had first taken up the question of
travelling expenses. No person was
freer than himself regarding the travel-
ling expenses of ministers. A minister
should be given sufficient money consist-
ent with economy to keep up his posi-
tion. Most of the members admitted
this principle. What he did object to was
the time taken up in public business by
the ministers. Mr. Eberts left the pro-
vince in May for a case which was to
be tried in England in July. During all
this time he was drawing extra allow-
ances. As a result the additional charge
to the province amounted to \$1,800. On
two occasions a member of a previous
ministry went to England on far more
important cases than the precious metals
case, and the charges to the province
were \$500 and \$300 respectively. Both
Mr. Turner and Mr. Eberts found fault
with these expenditures. At that time at-
torney-generals were not granted extra
allowances, nor were they allowed to
engage in outside practice. Then again
Col. Baker charged the province for a
trip to Alberta when he went there to
open out the Golden Eagle mine. He
charged the province \$4 a day for this
trip. The attorney-general had answered
at Mr. Sword because he had asked
"Who is Mr. Heinze?" Mr. Sword was
perfectly justified in asking who Mr.
Heinze was. Mr. Heinze never put
any money in Mr. Sword's pocket, nor
did Mr. Heinze leave the States for the
benefit of his health. He did not come
to this province on a pleasure trip, but
for the purpose of catching a big fellow
on whose hands he could leave a big rail-
way scheme. Mr. Heinze succeeded in
catching the one he was after. (Here,
hear, and laughter.)

Dr. Walker held that the least said
about the Kokilah quarry was the bet-
ter. He would like to know why this
company were given the right to pro-
ceed against the crown. Would this
privilege be granted if the shareholders
of the company were members of the
opposition party? By reading the list of
those who are shareholders in this com-
pany they could find the explanation for
allowing the company to bring the case
into the courts. For the last eight or
ten years the government, with a per-
sistence caused by the knowledge that
they had a number of slavish support-
ers in the house, spend large sums of
money without consent of parliament.
One of these sums he would not find
fault with, and that was in connection

with the Fraser river floods. The min-
isters had been very active then in the
lower Fraser district, and they
had then promised the residents there to
actively undertake a dyking scheme. Dr.
Walker wanted to know why the pro-
vincial government had abandoned this
project. Was it because the people
along the lower Fraser had returned
opposition members? Dr. Walker then
dealt with the revision of the statutes.
Last year the legislature deemed it ad-
visable that the number of revisers
should be increased. Mr. Scudlar intro-
duced a resolution to that effect. It was
defeated by the government, but
opinion was so strong in the house that
the premier made an explicit promise
that the additional revisers would be ap-
pointed. The reason advanced by the
government for not carrying out this
promise made to the house was that the
additional commissioners were desirous
that Chief Justice Davis should first
complete the first draft. Dr. Walker
had not seen either of the commissioners
regarding the matter, but he was in a
position to know that such was not the
case. The late premier of the province
reminded him very forcibly about the
rhyme of Nancy Bell. He had been
premier, attorney-general, provincial sec-
retary, commissioner of lands and works
and president of the council. (Laugh-
ter.) He was the master of the quar-
ter. What he said was law. Accus-
tomed to this domination, accustomed to
having the whip over their backs, they
came under his lash once more. It was
this power from without that controlled
the government on the revision of the
statutes, and they can't deny it. (Laugh-
ter.) Dr. Walker then mentioned the
different sums paid to the chief justice
and held that the revision would cost at
least \$35,000. This was in direct con-
trast to the conduct of the government
in connection with the previous revision.
There was more labor connected with
that revision. Mr. Eberts was the man
who then said that the sum asked, \$12,-
000, was an exorbitant charge, and the
commissioners were compelled to accept
the amount granted them by arbitration,
\$6,000. He considered it a most pecu-
liar position that a man should draw up
a statute authorizing the revision, force
that statute through the house, that he
should place a large sum on the esti-
mates to pay for the revision, and then
draw out an order in council appointing
himself as revisor. So long as the gov-
ernment is under the control and do-
mination of the Chief Justice, so long
will there be extravagance connected
with the revision of the statutes.

Dr. Walker went into figures to
show that the government printing office
was an expensive toy, and that the
printing could be let out by tender for at
least 40 per cent. less than it is costing
at present. The printing office was one
of those things copied after the English
style. It was run very much after the
style of the provincial secretary, who
scattered money freely when that money
was not his own. He also held that the
stationery should have been purchased
by tender instead of buying from the
same firm year after year.

Dr. Walker then discussed the tax
sale and the World advertisement. He
briefly related the facts connected with
the case as already published, and then
said that Mr. J. C. McLagan, like all
bullies, was more acquainted with a
bludgeon than with a pen. When Dr.
Walker moved for a select committee
to inquire into the matter, Mr. McLagan
showed that he was also a coward. He
published in the World an explanation
that the discrepancies in charges were
due to ignorance on the part of the
government officials, and sent marked
copies of the article to each member of
the committee. He made this cowardly
attack on an inoffensive member of the
treasury staff. The man who was tell-
ing the truth was not the government
official, but the editor of the World, Mr.
McLagan put his arms around Mr.
Turner's neck, and while he called him
"Dear Mr. Turner" he put his hands in-
to his (Turner's) pockets and robbed

from there more than he was entitled to.
(Laughter.) Mr. McLagan would lead
the public to believe that he inserted the
advertisement daily for 33 cents a line.
What he did was to place a fly sheet in
the weekly edition of the World. While
he says his usual charge to the govern-
ment is 50 cents a line, he only charged
the municipality of North Vancouver 33
cents a line for advertising. Dr. Wal-
ker then went into Mr. McLagan's
past political history, and held that when
he came to the province he was a rabid

very because Hon. Mr. Mackenzie had reduced the duties and ruined McLagan's sewing machine business. (Laughter.)

The doctor also referred to the Western World articles. These were paid for under the head of immigration. The articles in question included photographs and autobiographies of the ministers. One of these pictures was very good-looking, but the others would frighten away any intending immigrants. (Laughter.) The poor devils of farmers have to pay up or get out in order to pay for autobiographies of the ministers. Money was squandered right and left between the ministers and understrappers. Take the amount of \$363 paid for decorating the R. C. Cathedral in connection with the death of Sir John Thompson. Why was the cathedral decorated? At the death of Sir John Macdonald was any Protestant church in the city decorated? Or if Hon. Wilfrid Laurier passed away would the R. C. Cathedral be again decorated? It was because the man who made the decorations had a pull with the government. What could justify the granting of \$430 to the governor for a trip east to attend the funeral of Sir John Thompson? Were other governors sent by their provinces to the funeral? Would any of the members tell him why the governor went east? He knew, but he would not say why.

Hon. Mr. Turner—You can't say why. Dr. Walkem—Yes, I can. He went there to do some wire-pulling and he went at the expense of this province. But he has a pull with the government.

Dr. Walkem, continuing, said that parties who were entitled to money were treated with contempt. They were kicked away from the treasury doors. He pointed to the fact that the employees of the Sayward Mill Company were kept out of their back wages when the government had the power to pay the same. They were allowed to go adrift through the streets, but then they had no pull like a governor.

The Speaker here interposed to warn those in the gallery who persisted in applauding the doctor's remarks. Col. Baker remarked that the doctor was talking to the galleries and the doctor retorted that he was talking to the galleries and to the people of the province.

The doctor then stated that although the architect of the Nanaimo court house was paid a fat fee, no mention of the fact was made in the accounts. This item was buried under the head "cost of building." The government had also taken a cheque from Mr. Perry as a guarantee for the completion of the work on the new parliament buildings. The cheque was on the Green-Worlock bank, and instead of cashing the cheque and depositing the money in the bank to draw interest, the government kept it for nearly two years and then returned it to Mr. Perry after the bank failed.

Mr. Perry, of course, had no pull with the government. The doctor also pointed out that the marble for the new parliament buildings was brought at an enormous cost by steamer and the C.P.R. when it could have been brought at less than half the cost by sailing vessels around the Horn. To pay for this the farmers are squeezed to pay their taxes.

The attorney-general was described as a foxy, diplomatic individual. That gentleman had introduced the Companies Bill and waited to see the effect on the

country. When the bill raised a howl the attorney-general said it was not his one of the revisers had drawn the bill. Mr. Eberts, fox like, turns it over to a committee of the house and the opposition are gulls enough to bite. (Laughter.) If the committee bring out a good bill, the attorney-general takes the credit. If a poor bill, the opposition must share half the responsibility. The water bill is a good bill and the foxy attorney-general takes all the credit for that. His name will go down to posterity with the water bill. (Laughter.)

The doctor referred to the B. C. Southern Railway charter through which the reputation of a minister had been besmirched.

Col. Baker—Ha, ha!

Dr. Walkem—Oh, you may now laugh. You have got the money from the sale of the charter in your pocket. Yes, you make a note of this. You have plenty of B. C. Southern notes in your pocket. (Laughter.) Col. Baker had been pleased to give him the benefit of a little verse, but like all the colony's literary efforts that verse had been

paraphrased. Mr. Eberts had delivered many speeches, all of which were stolen, and the province was charged for printing these paraphrased speeches. The

doctor considered that Col. Baker as a minister of the crown should not have been connected as he was with the B. C. Southern charter, but the colonel was different from the ordinary ruff-raff who sought for charters.

Col. Baker—Order, Mr. Speaker.

Dr. Walkem—Don't disturb the Speaker; he is asleep. (Laughter.) Last year Col. Baker had said \$500,000 had been spent on this railway. Such was not the case; the money if spent at all was spent in developing coal lands.

In concluding Dr. Walkem hoped such changes would be made in the Municipal Act as would give the citizens of municipalities greater control over their own affairs, particularly with regard to the appointment of police magistrates and police commissioners. He hoped the premier during the coming year would try to keep his ministers out of these things with which they should have no connection. (Loud applause.)

Hon. Mr. Martin said the attacks made on the government were in many instances without foundation. He referred to the Ruckie Bros' case and said that in that case he did nothing, but what the last act directed him. No partiality was shown to any one. The complaint was really unfounded. Mr. Swerd said the less money Mr. Turner had to spend the better. He held a contrary opinion. He would like to know where the province would be if the government had not initiated the policy of developing the mineral resources of Kootenay and Cariboo districts. He defended the increase of the government officials' salaries. Most of the talk of the opposition was addressed to the galleries. Not one man in 500 would object to the increase.

Mr. Williams—Why did you reduce salaries last year?

Mr. Martin said the government were negotiating with the settlers on Burnaby holdings. The government will be as lenient as they possibly can with those settlers. The government had dealt too leniently with those in arrears. He held that Mr. Williams was entirely wrong about discrepancies in timber dues. The timber cut by the mills mentioned was exported. He wouldn't attack a man behind his back like Dr. Walkem. He said it was cowardly to attack a man who couldn't defend himself. But what did Dr. Walkem do? He abused the editor of the World when that gentleman couldn't defend himself.

Dr. Walkem—He has a newspaper.

Mr. Martin—Dr. Walkem did something more cowardly than this. He went to the treasury and asked the auditor, Mr. Smith, what became of a certain sum of money and insinuated that Mr. George B. Martin had the use of it. Such a remark was cowardly and malevolent and a cowardly and dirty insinuation.

The Speaker—You must moderate your adjectives.

Dr. Walkem—Will you allow me to explain? I said nothing of the kind to Mr. Smith.

Mr. Martin—I've got the floor. You shut up.

Mr. Martin, continuing, said he could see nothing wrong in the ministers' accepting the hospitality of Mr. Heinze. A dinner party would not purchase him.

Mr. Williams—That's why you didn't go.

Mr. Martin defended the decorations to the memory of Sir John Thompson. He thought those provinces that did not do so were behind the times.

MR. RITHEI.

Mr. Ritheir congratulated the government on the good showing they had made. He was disappointed in the attack of Mr. Swerd, who was considered the financial critic of the opposition side. One of the greatest troubles with the gentlemen opposite was that they could not see the advantage of spending money to open up the country even if that money had to be borrowed. He sympathized with Major Muttter with reference to farming interests, but could not see with him in the scheme of lending money to farmers. Mines only furnished the wherewithal to obtain the necessities of life and the farming industries should be encouraged. The farmers should combine to assist themselves. They could easily do this by combining to secure suitable machinery, and the government ought assist in this matter. Mr. Williams' remarks regarding the expenses of the ministers reminded him very much of those of a former member who was known as "Shorty Bitts." Mr. Williams should have studied the timber inspector's report before criticizing it. Mr. Ritheir explained the discrepancies in the mill returns by showing that timber cut for export trade and on which there was a rebate was cut from

public property, but the mills secured the timber for home consumption from private property. Mr. Ritheir admitted he was devolved in his duty as chairman of the public accounts committee, but he had been unavoidably called away. But he saw no necessity for publishing returns that had already been published. The criticism would have come with better grace from Mr. Williams if he had been in the house during the whole of the session. When he (Mr. Ritheir) learned a lesson on neglect of duty, he takes

the lesson more to heart if the teacher practices what he preaches.

EVENING SESSION.

Mr. Adams discussed the educational policy of the government and congratulated them on the railway bill, by which Cariboo would secure railway connection.

MR. MACPHERSON.

Mr. Macpherson held that when the members of the government would be able to study the arguments made by the opposition, they would find that these arguments were weightier than they then appeared to think. Mr. Macpherson took up Mr. Ritheir's remarks regarding timber dues. It was a remarkable coincidence that the amount of timber taken from private property was exactly the amount that was used for home consumption. It made no difference whether this amount was large or small, the whole of the timber was used in home consumption. How did this come about? Neither Mr. Martin nor Mr. Ritheir had explained this away. It was plain as daylight that there was something wrong. The premier could not claim that the prosperity was because of the policy of the government. That prosperity was in spite of the government, and it said much for the wonderful resources of the province that prosperity could come in spite of reckless mismanagement. Mr. Macpherson blamed the government for placing the screws on the farmers just when they were in the midst of their struggles for existence. This was done last year by increasing the personal property tax 50 per cent.

Hon. Mr. Turner—No, no!

Mr. Macpherson—It is useless for the premier to attempt to squirm out of it. The tax on mortgages was increased and the farmers had to pay it. The government had attempted to tax the miners last year, but the miners raised an objection, and he reduced the taxation first proposed. The premier should have met the desires of the miners and taxed their property as other property is taxed. Red Mountain mines to-day have a value of \$13,011,250. What amount would that bring into the treasury if taxed as other properties. Red Mountain alone would contribute \$78,000 in taxes, while the premier, under the novel way of taxes now adopted, only expects \$50,000 in taxes on all the mines in the province. Take the output from Red Mountain mines and compare it with the mineral output of the province, and it could be seen that the mines were only paying about one-fourth of what other properties of equal value were paying. If the finance minister were as far-seeing as he ought to be, he would have changed the system for taxing mines.

Mr. Macpherson said that it was learned from answers given by the government that the agent at London was Hon. Forbes G. Vernon.

Hon. Mr. Turner—Not honorable.

Mr. Macpherson—Is he dishonorable? (Laughter.) It was learned that Mr. Odium was acting as agent for the province. This Mr. Odium was paid \$311 for reporting on the educational system of Ontario, and his report was embodied in four pages. That money was paid because Mr. Odium sacrificed \$200 in the interests of the government in the last election. Mr. Odium was also paid \$200 for attending the immigration convention at Winnipeg, while the board of trade representative only charged \$25. Mr. Odium was also paid \$200 for lantern slides. The province was charged for these slides before June, 1890, but in January the slides had not yet arrived in England. (Laughter.) Hon. Mr. Baker had said that Mr. Odium was not an immigration agent for the province, but Mr. Macpherson had made inquiries at the treasury department, and found that Mr. Odium had been paid \$200 as an immigration agent since June last year. Mr. Macpherson hardly believed that Mr. Odium was a suitable immigration agent, since he told the people of England that the

ed to 75 feet, over six feet (Loud laughter.) How much emment to pay for this is worth \$200?

Hon. Col. Baker—We are a water bill.

Mr. Macpherson pointed out the Hon. Mr. Martin had a breath that he had carried

act, and in another breath did not carry out the land

bers could scarcely be expected any reliance on the chief of

word. Mr. Macpherson as the sale of sites for fishing

defied the chief commissioner such surveyor's reports as

ed by the act. Five dollars proper remuneration for

the month of the Fraser every site at that point was

to \$5,000. The chief could still selling fishing station

area. Mr. Macpherson as the chief commissioner had

out the land act, or so many would not be sold for a

The same looseness was in the sale of townships. The

syndicate secured 420 acre site on Galena Bay at \$

It was useless passing law the chief commissioner on

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Mr. Macpherson also re

surveyor's report connects

Heinze's road from Rosal

It was said on the floor

that Mr. Heinze had built

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The engineer reported that

defective and the stability

a mere speculation. If a

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who is trying to make

money as he can out of the

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trains to run over the road

Mr. Martin—The road

Mr. Macpherson—How

If he has any information

with this matter, he should

cluded it in the return on

house. The revelations

house yesterday explained

was given permission to

such a road.

Mr. Macpherson—How

pointed out certain peculiar

with the Columbia &

grant. The trouble about

the grant was disapproved.

that Messrs. Eberts &

solicitors for Heinze. The

the country cannot be

perly when Messrs. Eberts

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Heinze. This man of p

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He felt sorry for the pre

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MR. SMITH

Mr. Smith congratulated

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works department should

The house adjourned

Monday.

but the mills secured some consumption from Mr. Rithet admitted in his duty as chairman of the committee, but he had called away. But duty for publishing had already been published. Mr. Williams if he had been during the whole of the year (Mr. Rithet) is neglect of duty, he takes

to heart if the teacher the preaches.

NG SESSION.

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MACPHERSON.

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It is useless for the t to squim out of it. ges was increased and to pay it. The govern- ed to tax the miners miners raised an ob- ed the taxation e premier should have the miners and tax- ne other property in in mines to-day have 250. What amount into the treasury if opertes. Red Moon- contribute \$75,000 in premier, under the s now adopted, only taxes on all the mines take the output from nee and compare it utput of the province, that the mines were one-fourth of what equal value were nee minister were as ght to be, he would system for taxing

said that it was rs given by the gov- gent at London was mon.

Not honorable. Is he dishonorable? s learned that Mr. as agent for the Odium was paid on the educational and his report was ges. That money fr. Odium sacrificed s of the government

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amounted to 75 feet over six feet a month. (Loud laughter.) How much is the government to pay for this lecture. Is it worth \$200?

Hon. Col. Baker—We are bringing in a water bill.

Mr. Macpherson pointed out that since the Hon. Mr. Martin had stated in one breath that he had carried out the land act, and in another breath said that he did not carry out the land act, the mem- bers could scarcely be expected to place any reliance on the chief commissioner's word. Mr. Macpherson again discussed the sale of sites for fishing stations. He defied the chief commissioner to produce such surveyor's reports as were required by the act. Five dollars was not a proper remuneration for an island at the mouth of the Fraser river. A can- oery site at that point was worth \$4,000 to \$5,000. The chief commissioner is still selling fishing stations at \$1 per acre. Mr. Macpherson considered that the chief commissioner has not carried out the land act, or so many fishing sites would not be sold for a mere nothing. The same looseness was connected with the sale of townsites. The Horne-Payne syndicate secured 420 acres for a town- site on Galena Bay at \$1 per acre. It was useless passing land acts when the chief commissioner overrides these acts and throws away public lands.

Mr. Macpherson also referred to the surveyor's report connected with Mr. Heinze's road from Rossland to Trail. It was said on the floor of the house that Mr. Heinze had built the road with- out assistance, but Mr. Heinze was promised a land grant of 10,200 acres a mile for this road by the executive of the province before a sod was turned. The engineer reported that bridges were defective and the stability of the bents a mere speculation. If an accident oc- curs, who is to blame? Is it the man who is trying to make as much money as he can out of the road, or the government which gives permission for trains to run over the road?

Mr. Martin—The road was repaired.

Mr. Macpherson—How does he know? If he has any information connected with this matter, he should have in- cluded it in the return asked for by the house. The revelations made in the house yesterday explained why Heinze was given permission to run trains over such a road. Mr. Macpherson also pointed out certain peculiarities connect- ed with the Columbia & Western land grant. The trouble about coal lands in the grant was discussed. It was shown that Messrs. Eberts & Taylor were solicitors for Heinze. The affairs of the country cannot be carried out pro-

perly when Messrs. Eberts & Taylor ap- peared before the attorney-general's de- partment for a man who was receiving favors from the crown. It showed that the standard of political morality was not as high as it might be. There were grave doubts whether the interests of the country would be safeguarded when the supposed guardians of these inter- ests are closely connected with Mr. Heinze. This man of prodigious hospi- tality was granted land grants which should not have been given. Heinze would have built the railway from Ross- land to his smelter at Trail without a land grant. The assets of the province have been thrown away and the people are discontented. The people of Koo- tenay were up in arms against the acts of this legislature. No one knew this better than Mr. Kellie, and, to do the gentleman justice, he has expressed his regrets for voting for the Heinze land grant. Mr. Macpherson pointed out that when a gentleman writing to Mr. Martin suggested that he should be given public money because he had political influence, and Mr. Martin replied that he would try to get him something, it points to political immorality. We have the provincial secretary dealing in char- iters, the president of the council taking cases in court against the province, and the firm of Eberts & Taylor taking a case for Heinze against the province. He felt sorry for the premier, who was associated with men who do not ap- pear to be as clean as himself. (Ap- plause.)

MR. SMITH.

Mr. Smith congratulated the govern- ment on the very fair showing it had made. He glowingly described the rich mineral resources of his district, Lillooet, and closed with a criticism of the op- position for the many different theories they advanced as to how the lands and works department should be conducted. The house adjourned at 10:30 until Monday.

News Advertiser Apr 4-97.

Victoria, April 2.—The House met at 2 p.m., and prayers were read by Rev. W. D. Barber.

The Private Bills Committee reported that the standing orders had not been complied with in the petition for the incorporation of the British Columbia Yukon Railway Company, but as the neglect was caused by the company hav- ing been misinformed as to the necessity of applying to the local Legislature, and as proper notices had been given of intention to apply to the Dominion Parliament for a charter, and as the proposed railway would be to the ad- vantage of the public if constructed, the committee advised that the standing orders be suspended and leave granted to introduce the proposed bill.

Dr. Walkem moved, seconded by Mr. Kellie, for copies of correspondence between the Government and any per- son or persons in relation to the acqui- sition of land in connection with the London and Blue Jay mineral claims, in Slokan, as a Crown grant. Agreed to.

In answer to Mr. Hume Hon. Mr. Tur- ner said the C. P. R. Co. agreed with the Government to do certain street improvements in the town of Nelson, and on 12th April, 1893, contributed \$4,201.42 towards such improvements. In 1893 the company contributed \$571.06 towards Ward Creek sewer.

THE BUDGET DEBATE.

MR. WILLIAMS, who had moved the adjournment of the debate on the previous day, resumed his address on the motion for committee of supply. He said that he had a little information to give the House with reference to the trust deed of the Columbia and Western Railway Company. It would appear that that company have executed a trust deed with the Union Trust Co. of New York, dated the 8th day of July, 1896, which deed is now lying in the Registrar- General's office; it has not been filed, but merely deposited. There is a peculiar mental in that trust deed, of the min- utes of a meeting of the directors of this company held on the 9th December, 1896, while the trust deed itself was dated 1st July, 1896, so that the deed was executed five months before the meeting was held. There was a little inconsistency about this matter, which perhaps the Attorney-General—who had doubtless been looking into it might be able to explain. It appeared that the deed in question had not been registered, and for the simple reason that the Reg- istrar-General had very properly refused to register it until the company paid the fees—which amounted to some \$1,400—for registration. The partner of the Attorney-General—Mr. Taylor—was acting attorney for the company, and he said to the Registrar: "You must do this, and if you do not do so, we shall apply for a writ of mandamus to com- pel you to do it." There was a writ applied for to compel the Registrar to file the deed, and have it duly entered in the Railway Charge Book. The question was argued before a judge, and the judge refused to compel the Reg- istrar to file the deed without payment of the fees. The case was then appealed. It was very strange that there should be any intention of this kind—that this company should proceed to get a writ to compel the Registrar to accept the deed without payment of fees in direct violation of the act. The British Col- umbia Railway Act, 1893, provided that deeds of this kind should be filed under that act, and not under the provisions of the Land Act, and it was specially provided that there should be entered in a separate index called the Railway Charge Book every instrument filed under the act and that the fees should be paid to the Registrar-General. The com- pany contended that under their special act they were not bound by the general Railway Act. If their special act was drawn in that manner to enable them to escape payment of the fees which were exacted under the general Railway Act, then a very great injustice had been done, and the sooner a pattern railway bill was drawn and submitted to the House, as a sample on which to frame all these railway bills the bet- ter. One of Mr. Taylor's arguments be- fore the Court of Appeal was that the Legislature never intended that these fees should be paid, and that the com- pany's own act had been drawn so as to exclude them from having to pay these fees. He was of the opinion that it was not the intention of this Legis- lature to exclude them from having to pay

to escape the payment of these fees. Hon. Mr. Turner—Why did they pass it? Mr. Williams said it was the duty of the Ministry to see that no special act was passed in contravention of the Rail- way Act, and the bill relating to this company should have been so drawn that they would have had to pay the fees.

Hon. Mr. Turner—What was the Op- position doing?

Mr. Cotton—Opposing the bill.

Mr. Williams continuing said the Op- position were opposing the bill, and the introduction of extraordinary clauses in contravention of the general Rail- way Act into it. It is eight times there was a model railway bill placed at the disposal of the House so as to prevent the insertion of special clauses. Having given the history of this trust deed he had nothing more to say, but he might be excused if he indulged in the reflec- tion that he had given the Ministry

sufficient food for thought, and ample material to justify one member of it getting on his feet to answer the charges. As a rule on these occasions the Ministers have been very dilatory in reply, usually allowing the Opposi- tion to speak one after the other. The country would be glad indeed if they could excuse their conduct, and refuse these charges. (Applause.)

HON. MR. EBERTS in reply said he would confine himself to the salient charges made against the Government. He proceeded to defend its course as Attorney-General since its appointment in March, 1896, and justified the expense of his trip to the assizes, at Clinton, Kamloops, Vernon and Nelson, and con- tinued, in part: The next attack of the hon. gentleman was on my trip to England, in connection with the pre- vious metals case. If I had not gone the Opposition would have raised a hue and cry and would have said: It was your duty to have gone to England, and done everything for the interests of the Province in your power." I did visit England and the case was set down for June 14th. I was there before that time and had consultations with counsel. At the hearing I appeared with Mr. J. Biggam, Q. C., and Mr. C. A. Russell. I did lend help in the preparations of the case, and the solicitors, Messrs. Garth, Hall & Hotke, wrote me a let- ter in which the following words ap- pear: "It was a matter of great sat- isfaction to have your assistance in get- ting up the case, particularly in refer- ence to the numerous local acts, as well as to have your explanation of the actual working of the placer min- ing law." Now with regard to the fees, Counsel had not been briefed be- fore I went there, but they had been retained before then to prepare the case. The briefs were not drawn up before I got there. When there, I drew on the Finance Minister when you brief a counsel in England you have to hand him his fee. Mr. Biggam, Q. C., was paid 100 guineas and Mr. Russell 75 guineas. That is the usual fee in mat- ters of this kind and it is, under the circumstances, a most reasonable one. Then they got £5 15s. each for consul- tation on July 2nd, which also is the usual fee. Then Mr. Biggam was paid £11 15s. and Mr. Russell £8 10s., which makes £92 10s. I say, then it was a prop- er thing that the Attorney-General of the Province should appear upon this case, especially in view of the fact that the Attorney-General had appeared be- fore the Supreme Court here and was thoroughly conversant with the case. If the Attorney-General hadn't ap- peared at the court of final review, you would have heard a howl from the Op- position benches for that fact alone. (Hear, hear.)

"Now, there is a most important thing which was referred to by the senior member for Vancouver City. It was with a good deal of invecitive that he delivered his remarks against the members of the Government, and, I might say, against His Honor the Lieut- enant-Governor. It might be as well for all honorable gentlemen in this House to understand that the Lieutenant- Governor of this Province does not sit in the Executive Council of this Prov- ince, and never has done so. The Ex- ecutive Council are the constitutional advisers of His Honor, and he is not the adviser of the Executive Council. In reference to the particular subject referred to, the fact that in 1896 an Act was passed here in reference to the Columbia & Western Railway Company and a grant, I think, of 10,200 acres

of land was made to the company on each side of its proposed line, which was to commence at Trail and run to Penticton. That grant was made on the distinct understanding that within six months from the Act becoming law, the company would deposit to the satisfaction of the Lieutenant-Governor-in-Council security to the extent of \$50,000 that the railway would be built to Penticton within four years. I submit that security was given in due time, for you find that on October the 14th, within six months from the passing of the Act, a bond for \$50,000 was drawn up and signed by Mr. A. Heinze, to the effect that he would deposit before the 15th December, 1896, on the first 16 miles of the railway, taking the value of that at \$400,000, bonds to the extent of \$75,000 for the security as contemplated by the Act, and to ensure these first mortgage 6 per cent. bonds.

It was impossible at that time to furnish these bonds, because they usually have to go through a firm of trustees or some trust company, and a great many details have to be settled before they can be put in. I submit that the Government did a fit and proper thing in taking that bond of A. Heinze. Looking at the matter squarely in the face, you will find that A. Heinze has done more for British Columbia than any other man. He built a railway without help from the Government, and he has created a large smelter which cost \$800,000 or \$400,000. By the building of that smelter at Trail, I believe he stopped the establishment of one at Northport. He has invested his money in that smelter, and I ask you to tell how many men have done more than that for British Columbia, and who in a few months has built nearly 30 miles of railway which will give nearly continuous railway communication between Vancouver and Roseland?

It was hinted that Mr. Heinze was not a fit and proper person to take a bond from, in fact, the hon. member from Dewdney (Mr. Sword) asked, "Who is Mr. Heinze?" Mr. Heinze, sir, is one of those men like Mr. Ewen and Mr. Munn, and Mr. Hendry, from whom we took a bond for building the Kaelo & Slovan Railway. They carried out their undertaking to its entirety, and I believe Mr. Heinze will carry out his bond to its entirety. He has built 16 miles from Roseland to Trail, and 30 miles from Robson to Trail, and we firmly expect he will carry the line through to Penticton. It has been suggested by hon. gentlemen opposite that Mr. Heinze does not own anything in British Columbia to-day. The hon. member for Vancouver (Mr. Williams), in saying

that he found that Mr. Heinze had conveyed all his property to the Trail Smelting Company, did not tell the whole truth. At the time Mr. Heinze gave the bond—namely, October 16, 1896—he had in his own right over \$1,000,000 worth of property. He had the Trail smelter, and he has conveyed that, like many men do under the circumstances. We firmly believe that Mr. Corbin controls the Nelson & Fort Sheppard railway, that he is the one and only man in that company. We as firmly believe that Mr. Heinze is the one and only man in these other matters. The financial standing of Mr. Heinze has been inquired into, and it is first-class. The Executive, I submit, did all they could when they found out the standing of Mr. Heinze, and I hold that we can look upon a man who spends over half a million in the Province as a man of good security. The hon. senior member for Vancouver declared that the Government had extended the time for filing these bonds. That is not so, sir. He read that from a document. When the document came before me, I looked at it and said that that was not the fact, and that the Executive had not given any extension of time whatever. There has been one bond only given, and that the one accepted in October. Mr. Heinze will be held to that bond.

Mr. Williams—It is forfeited now. He did not put it in in time.

Hon. Mr. Eberts—I do not think you say that as a lawyer, but as a layman.

Mr. Williams—Yes, as a lawyer.

Hon. Mr. Eberts—Then you must be a very bad one. (Laughter.) Attention was called to the position of the Lieut.-Governor. I regretted very much to hear that—and there was no one among the members of the Government who knew that His Honor was a member of the Columbia & Western Co. I

can assure the members of this House that until the Government came into possession of the resolution I have read, which was received in February, they had not the slightest idea that His Honor was a member of that company. He appears only as a provisional director, and the only part he took in reference to the matter now under discussion was that of being a provisional director. The Executive had no knowledge as to whether (if at all) His Honor was present at any meeting. If even we had known that, it would not have affected the Executive of this country in so far as that document was concerned, for that was only a mere resolution of the company directing the trust company to hand over to the Government \$75,000 in bonds referred to in Mr. Heinze's bond of October 16, 1896. (Applause.) I have not had an opportunity of looking carefully into the trust mortgage. It is executed in favor of the Union Trust Co. of New York. This bond has only been in the hands of the Premier a few days. The Executive hold the bond of A. Heinze, and they will continue to hold it until the security is perfected to their satisfaction. Now, sir, I do not know if there is anything else that I need refer to except the general tenor of the remarks of hon. gentlemen opposite. You may rest assured, sir, that the Executive are carrying on the government of this country in a fair and strict way, and there was no better evidence of the honesty of purpose of the Executive of this country than when the hon. member for Vancouver (Mr. Williams) came to the Premier the other day and asked him to show the bond we have been discussing. The Premier immediately handed it to him and handed over also all the other papers in connection with the matter.

Mr. Williams—We had the right to see them.

Hon. Mr. Eberts—Certainly, but not at that time. We were perfectly free and above board, though the hon. gentleman thought he had made a great point when he got hold of some papers which the Premier might not have intended him to see. The Government of the country is only anxious to carry on the affairs of the Province in an honest open way. The Government is not perfect; no government is. I am not a perfect Attorney-General, but I have always tried to do my duty fairly and honestly according to the best of my ability. I am attacked by the hon. member from Dewdney (Mr. Sword) for not bringing down the Water bill earlier in the session. Sir, was that water question discussed in the House before? Did I know anything about what private bills would come down this session, and that a number of them would refer to water? When that matter was pressed on our attention we immediately began to deal with it, and I must say in this connection that the remarks that the hon. the third member for Vancouver (Mr. Cotton) made in reference to this matter were of great assistance and help to me, and I say, sir, any man is an ass on any side of this House who will not take suggestions from those who are opposed to him. (Applause.)

Mr. Williams, in explanation, said the punctuation of the minutes which he quoted, seemed to him to show that the Lieutenant-Governor was present in person at the meeting referred to.

MR. GRAHAM protested against the manner in which necessary public works have been neglected. He dealt with the application of Miss Davey for land in Yale district, and the applications for coal lands in the same district, and held that the Chief Commissioner was to blame for selling Miss Davey the land in question. The coal lands, he considered, would have been reserved, if there was not such an influential person as Mr. Heinze interested.

DR. WALKER referring to the Kok-slab case in which judgment had been obtained against the Province during the absence of the Attorney-General, asked why was that case brought into the courts? Let them read the list of shareholders and they would see. He condemned the Government for not having made the dyking of the Fraser River a public undertaking, and for not having carried out the work. Coming to the charges for advertising tax sales in the "Work," he said that ever since he had called attention to this matter

he had been pursued with "abuse, lying, abuse, blackguardly abuse, from the tired bully, J. C. McLaughlin—an excellent man with a budgeon, but unable to use a pen." This cowardly, contemptible bully had attacked an inoffensive official in the Treasury Department, whose crime had been telling him (Dr. Walker) the truth when he had asked for information. He did not see anything wrong with the Lieutenant-Governor taking a charter if he could get away with it. (Laughter.) What did that amount to when a Minister of the Crown, who was supposed to safeguard the interests of the Province had sold a charter. He urged that more power be given to the municipalities in the government of their own affairs—more especially in the appointment of police officers, stipendiary magistrates, etc.

HON. MR. MARTIN defended the Lands and Works Department from the attacks made upon it. With reference to the Burnaby Small Holdings, the Government have no wish to appear unjust to the settlers. He was afraid most of them had bought "a pig in a poke." The Government, however, intend to be most lenient, and have only endeavored to collect the dues without depriving these people of their homes. The criticism of the senior member for Vancouver, as to timber dues, was without foundation. Most of the timber he had referred to, was cut on private land with which the Government had nothing to do. He saw no reason why the members of the House or the Government should not have attended the dinner given by Mr. Heinze. That gentleman has put \$1,000,000 into this country, and it is to be hoped he will take out \$2,000,000 for it.

MR. RITCHEY said that the hon. gentlemen opposite apparently did not recognize the advantages which accrue to a young country like this from money expended in its development. He greatly feared that no practical scheme for lending money to the farmers could be found. He thought the Government might find a way to do a great deal for the farmers if only the latter would combine to help themselves. He thought the senior member for Vancouver had been romancing somewhat when he spoke of the extravagance of the Government. It would be a good thing when he referred to a report to study it before criticising, as in the case of the timber dues Mr. Williams had claimed that the whole cut of certain mills had been rebated; while on page 492 of the report he would find that 493,000 feet had been cut on private property. Again in another place we find over 4,000,000 feet and at yet another 800,000 feet, all cut on private property, and no royalty paid.

It being 6 o'clock, the House took recess.

When the House reassembled at 8:15 p. m. Hon. Mr. Martin presented a copy of all papers in connection with the appointment of W. Ridgway Wilson as architect in extension of the Westminster asylum.

The British Columbia-Yukon Railway Co.'s bill was read a first time on motion of Mr. Holmeken.

MR. ADAMS, continuing the Budget debate, referred first to educational matters. He had advocated bringing educational facilities within the reach of isolated families. Even if the Government only allowed the parents to send their child to these families, that would

be a great help, amounting as it did to \$12 or \$15 a head, although some of the long resident taxpayers might expect even more. In the three cities there is \$53,000 devoted to High Schools, and he thought that before the Province attended to high schools, they might extend some aid to these isolated families. He could congratulate the House on the state of the Province generally. He favored the judicious borrowing of money for expenditure on public works. He was now in hopes of seeing a railway to Cariboo. If the Government pursue a liberal policy on the lines of the Railway Bill, he was confident that a golden future is assured for his district and the whole Province.

MR. MACPHERSON said that in a few days from now the Government would realize the weight of the arguments advanced by the Opposition; apparently they have not yet done so. In the case of the differences in the timber dues, the discrepancies were not yet explained. It was a curious thing that all of this lumber that was cut on private lands was cut for export.

Mr. Eberts rose to explain. He had meant that what was cut on private lands would not be included out for export.

Mr. Macpherson continued. Moodyville company had received a grant on all the timber they had.

Hon. Mr. Martin—No.

Mr. Macpherson said that no member could explain it. He had to congratulate the country for the prosperity he foresaw in the future. This is not a result of the policy of the Government, but the outcome of great natural resources of the Province. Notwithstanding the Premier's statement that the Government are to do something for the farmers, are not going to do anything. The Government claim that if we are to receive help it must be help. Taxation should be made so that the farmers may get in their personal and real estate taxes. The Government increase personal property tax 50 per year—an example of how they farmer. Are the Government give the farmers any more money in return for this increase? He criticized the action of the Ministry for not taxing the money that other people are to receive now are relieved from their personal and real estate taxes except 1 per cent. of output. Take Red Mountain land, 1-1/2 miles in area, and regular quoted prices the value would be \$15,011,250, and Premier expects to get only \$5 taxes from the mines of the Province. The Provincial Secretary told them that Mr. F. G. Vern Immigration agent and yet there is a Mr. Odium in the Old who received \$300 for making on a school system which is in four pages. They must pay this man for his deposit lost in defending their principles last election. He had also other amounts. Since 1896 Mr. has received another \$200 for expenses in the interests of immigration. Yet the Government state that their immigration agent. He received \$911 since he was def Vancouver. He objected to the manner in which this man describes country in these lectures. He printed that Mr. Odium delivered a lecture from a self-made map which he had made in various parts

Province in figures as to 1-2, and the lecturer gravely in that was the average rain Province. Imagine 75 1-2 inches per annum! Hon. Mr. Eberts—The deluge (ter). Mr. Macpherson wondered immigrants this man would come to the Province. He was to substantiate everything he said about the island at the mo Fraser. This island had been third-class land, and sold out that the sale would help out industry in that locality. The station should not have been Crown for any such sum as \$100,000 as was opposite Stevenson's very sites are worth \$2,000,000. serious matter that the Chief Minister had sold for \$20 an acre which he might have got \$100,000. He had advocated lease stations generally at 25 cents instead of selling them at \$100. He still held that the Chief Minister has not carried out the Land Act. There was the Horns-Payne company across at Arrow Bay. That a bill before the House to way into the mines, and they have sold at \$1 an acre for that which the members to report of the engineer on the Trail to Roseland built by who is supposed to have built without help. Look at the report and see the state of on the road. If an accident on this road he held the would be responsible. Mr. received aid to build this road, but we could have built without any aid from the Government. He intimated that the Secretary dealing in President of the Council court against the Province, Attorney-General keeping up ship in a law firm which he dissolved before accepting

qued with "abuse, lying, rilly abuse, from the E. McLaughlin—an excellent person, but unable to use cowardly, contemptible asked an inoffensive official Department, whose telling him (Mr. Walker) he had asked for information not see anything wrong. Government taking could get away with What did that amount of the Crown, who safeguard the interests had sold a charter. He power be given to in the government affairs—more especially in of police officers, stipendates, etc.

STIN defended the Lands department from the attack it. With reference to small Holdings, the Government was to appear. He was afraid most "a pig in a poke," however, intend to be and have only endeavored due without depriving third homes. The critic member for Vancouver dues, was without of the timber he had as cut on private land Government had nothing, no reason why the House or the Government have attended the dinner. Heineke. That gentleman, 100,000 into this country be hoped he will take for it.

said that the hon. gentleman did not re- advantages which accrue to like this from money development. He great, no practical scheme for to the farmers could be ought the Government to do a great deal for only the latter would themselves. He thought for Vancouver had somewhat when he spoke of the Government. It is a good thing when a report to study it, as in the case of the Mr. Williams had claimed out of certain mills had. He said that 400,000 feet on private property, per place we find over and at yet another 800, out on private property, y paid.

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Mr. Smith rose to explain that he had meant that what was cut on private lands would not be included in the cut for export.

Mr. Macpherson continued that the Moodyville company had received a rebate on all the timber they had cut.

Hon. Mr. Martin—No.

Mr. Macpherson said that was so, and no member could explain it away. He had to congratulate the country on the prosperity he foresaw in the near future. This is not a result of the policy of the Government, but the outcome of the great natural resources of the Province. Notwithstanding the Premier's statement that the Government are anxious to do something for the farmers, they are not going to do anything for them. The Government claim that if the farmers are to receive help it must be self help. Taxation should be made lighter so that the farmers may get into a position—personal and estate, every- taxes. The Government increased the personal property tax 50 per cent. last year—an example of how they help the farmer. Are the Government going to give the farmers any more improve- ments in return for this increased taxation? He criticised the action of the Ministry for not taxing the miners the way that other people are taxed. The mines, now are relieved from all taxation—personal and real estate. Every- thing except 1 per cent. of their net output. Take Red Mountain near Roseland, 1 1/2 miles in area, and at the regular quoted prices the value of its mines would be \$15,011,250, and yet the Premier expects to get only \$90,000 in taxes from the mines of the whole Province. The Provincial Secretary had told them that Mr. F. G. Vernon is our immigration agent and yet we find here is a Mr. Odium in the Old Country who received \$300 for making a report on a school system which is contained in four pages. They must want to re- pay this man for his deposit which he lost in defending their principles at the last election. He had also received other amounts. Since 1896 Mr. Odium has received another \$200 for travelling expenses in the interests of immigration. Yet the Government state that he is not their immigration agent. He has received \$911 since he was defeated in Vancouver. He objected to the manner in which this man described this country in these lectures. He had seen it printed that Mr. Odium delivered his lecture from a self-made map which showed the rainfall in various parts of the

Province in figures as to 1-2 and 76 feet and the lecturer gravely insisted that that was the average rainfall in this Province. Imagine 75 1-2 feet of rain per annum!

Hon. Mr. Eberts—The deluge. (Laugh- ter.)

Mr. Macpherson wondered how many immigrants this man would induce to come to the Province. He was prepared to substantiate everything he had said about the island at the mouth of the Fraser. This island had been classed as third-class land, and sold on the plea that the sale would help of the canning industry in that locality. That fishing station should not have passed from the Crown for any such sum as \$20. This site was opposite Stevenson where can- nery sites are worth \$2,000. It is a serious matter that the Chief Commis- sioner had sold for \$20 an island for which he might have got \$4,000. Per- sonally he advocated leasing fishing stations generally at 25 cents an acre instead of selling them at \$1 an acre. He still held that the Chief Commissioner has not carried out the terms of the Land Act. There was the case where the Home-Range company bought 400 acres at Arrow Bay. That company had a bill before the House to build a rail- way into the mines, and they had bought this land at \$1 an acre for a townsite. He wished the members to read the re- port of the engineer on the road from Trail to Roseland built by Mr. Heineke, who is supposed to have built this road without help. Look at the surveyor's report and see the state of the trestle on this road. If an accident took place on this road he held the Government would be responsible. Mr. Heineke had received aid to build this narrow gauge road, but we could have had the road built without any land grant. Among the improvements on the part of the Government, he mentioned the Provin- cial Secretary dealing in charters, the President of the Council appearing in court against the Province, and the At- torney-General keeping up a partner- ship in a law firm which he should have dissolved before accepting his present

position. He was sorry for the Premier who he believed was an honest gentle- man but overriden by his colleagues. (Applause.)

MR. SMITH warmly congratulated the Government on the financial condition of the country. A great deal might be done for the farmers if they would do a little for themselves, but he saw no reason why farmers should be singled out from all other occupations to have money advanced at a low rate of in- terest. In his own district there is every reason to believe that a new era of prosperity is dawning. There are several localities, however, which could be opened up for a small cost, such as the Black Water Camp, said to be one of the richest deposits of ore in the

country. There is a gentleman in this part of the country who maintains that there is a larger deposit in one of the mountains near Lillooet than he had yet seen in Kootenay. That gentleman is an experienced mine manager—he thought manager of the Slovan Star. He hoped the Government would pursue a liberal railway policy. He held that but few farmers object to paying their fair share. In time to come he did not think the mining community would object to bear a larger share of taxation com- mensurate with their increased pros- perity, if the Government followed up their present liberal policy in the way of opening up the country. He moved the adjournment of the debate. The House adjourned at 10:40 p.m.

No. 38.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Monday, 5th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Bilton Haslam.

Mr. Speaker informed the House that he had just received information of the death this morning of the Hon. Member for Chilliwack, Thos. E. Kitchen, Esq.

On the motion of the Hon. Mr. Turner, seconded by Mr. Semlin, it was Resolved,—

That the Members of this Legislative Assembly learn with deep regret of the death of Thos. E. Kitchen, Esq., late Member for Chilliwack, and desire to express their sincere appreciation of the great loss which this House and the Province of British Columbia have sustained thereby.

It is further Resolved, That the sincerest sympathy of the Members of this Legislature be extended to his widow in her bereavement.

As a further mark of respect, it is Resolved, That the House be adjourned until two o'clock on Tuesday next.

And then the House adjourned at 2:15 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

On Wednesday next—

Mr. Kellie to ask leave to introduce a Bill intituled "An Act to amend the 'Wide Tire Act, 1893.'"

World - Apr. 6-97.

THIRTY-EIGHTH DAY.

From Our Own Correspondent.

VICTORIA, April 5.—Although when he left Victoria a few days since, not a few members believed that Mr. Kitchen was a dying man, the news of his death when it came to them yesterday was felt severely. By the de- cease of Mr. Kitchen, the House has lost, as Mr. Semlin said, a keen de- bater, and, what is more, the Oppo- sition has had taken from it the best fighting man at that side of the as- sembly. Expected though it was, the death of the representative for Chilliwack is a blow to the whole House. Every member misses him and will deplore the absence from the House of the active, nervous figure which became so familiar across James Bay during the years that Mr. Kitchen served—and served well—his Province. No one more deserved to have it said of him, as the Premier put it, that he was a thoroughly honorable and hon- est man. "Kitchen dead!" said one hon. gentleman as he noticed the crape covered chair and the white flies on the desk near the lobby. "then we have lost one of the best hearted fel- lows that ever had the floor of this chamber." It might almost be said of the deceased that he was a victim to his own restless energy. Had he stay- ed at home, as many another man as ill as he was would have done, he might have lasted longer, although his friends all knew that his days were numbered. Still Mr. Kitchen was of the class of men who would sooner die in harness than live a little longer in useless existence chafing under help- lessness. It was with great difficulty

that he was induced to go home when he did. Mr. Sword leaves to-night on the Charmer to go up to Chilliwack to represent the Legislature at the funeral and a magnificent wreath is being sent up by the members to be placed on the coffin.

Undeterred by the fate that met Mr. Kennedy's bill, Mr. Macpherson has given notice that he will bring in a measure to amend the Fire Insurance Policy act, 1891. He also seeks to amend the Employers Liability act, 1891.

The SPEAKER took the chair at 2 o'clock.

Prayers were read by the Rev. J. B. Haslam.

Before the clerk proceeded to read the orders of the day

Mr. SPEAKER said—I have just re- ceived a telegram announcing the death, this morning, of the hon. mem- ber for Chilliwack—Mr. Thomas E. Kitchen. I accordingly ordered the chair of the deceased gentleman to be covered with crape, and I leave hon. members to pay such further tribute as they may think necessary to honor the memory of one who has so long represented a constituency in this House.

Hon. Premier TURNER said—Mr. Speaker, I only heard of the death of the member for Chilliwack shortly be- fore the House met. I at once con- sulted the leader of the Opposition, and in conjunction with him I have prepared the following resolution: "Resolved, That the members of the Legislative Assembly learn with deep regret of the death of Thomas E. Kit- chen, late member for Chilliwack, and desire to express their sincere appre- ciation of the great loss that the Leg- islature and the Province of British

Columbia have sustained thereby. It is further resolved that the sincere sympathy of the members of the Legislature be extended to the widow in her bereavement, and as a further mark of respect that this House do stand adjourned till 2 o'clock on Tuesday afternoon." In moving that resolution, Mr. Speaker, it is unnecessary for me to say much, he said. We all knew Mr. Kitchen as one of the most energetic members of this House. He was a man who, we feel convinced, always worked for what he considered the right. I think he possessed more energy than any man I have seen in the Province. In sickness or in health, he was always in place here, contending for what he believed to be the best interests of the country. Of course he was always been on the other side of the House to me, but I always respected him, and I am sure all the members on this side, as well as opposite, had the same feeling. He was a man, sir, of advantage to any country, and was always looking out for what he thought would benefit the country. I think, sir, I may sum up his virtues by saying that he was a thoroughly honorable and honest man, and that he did, in his way, the best for his country that was possible. I beg now to move the resolution I just read.

MR. SEMLIN said—Mr. Speaker, in rising to second the resolution that this House adjourn out of respect to the memory of Mr. Kitchen, it is with a great deal of feeling that I quite endorse the words that have fallen from the leader of the Government. Probably no other member fought more determinedly than did Mr. Kitchen in the last years of his life. The hon. gentleman referred to the energy he displayed in standing up for what he considered the right. I fully agree

with all he said and I feel that in the death of Mr. Kitchen, not only this House, but this Province, has sustained a great loss. Mr. Kitchen was a thoroughly conscientious man, a keenly intelligent politician, and he had the good of the country thoroughly at heart. Although weighed down by sickness, he nevertheless attended the sittings of the House day after day, almost year after year, and he never shirked any particular duty that devolved upon him; in fact, as I said before, he was earnest and conscientious in doing what he felt was right. Of course we on this side of the House say he was right; we say that with all due deference to gentlemen opposed to us, and we claim that Mr. Kitchen pursued the course that he considered, and that we consider, the true one. In all matters not only in his public life, but in his private capacity, Mr. Kitchen was a man worthy of all respect and consideration, and I am glad that this House so thoroughly appreciates the worth of a great man. The Assembly has suffered a bereavement and the country a loss, and I quite agree that out of respect to Mr. Kitchen the House should adjourn.

The motion was carried and Mr. SPEAKER said that the resolution in being forwarded to Chilliwack would be accompanied by a letter of condolence to the widow.

The House adjourned at 2:15 p. m.

Trans. Advertiser Apr 7-97.

From Our Own Correspondent.

THIRTY-EIGHTH DAY—MONDAY.

Victoria, April 5.—The House met at 2 p. m., and prayers were read by Rev. J. B. Haslam.

THE SPEAKER said that he had received a telegram that morning announcing the death of the hon. member for Chilliwack, Mr. Thomas E. Kitchen. He had ordered the desk of the late member to be draped. He understood that it was desired to pay a further tribute, which would be but fitting to the memory of one who had so long sat in the House.

HON. MR. TURNER said that he had only learned of the death of the late member for Chilliwack shortly before coming to the House, and he, in conjunction with the Leader of the Opposition, had prepared a resolution: "Resolved, That the members of the Legislative Assembly learn with deep regret of the death of Mr. Thomas E. Kitchen, and desire to express their sincere appreciation of the great loss this House and the Province have sustained thereby; and it is further resolved that the sincere sympathy of the members of this House be extended to his widow in her bereavement. It is resolved that the House be adjourned until 2 o'clock to-morrow."

In moving this resolution, it was unnecessary for him to say much on this subject. They had all known the late

Mr. Kitchen as one of the most able members of the House, who had always worked most energetically for what he considered to be the best interests of the Province. Both in sickness and in health, they had all seen him contending for what he thought was the right. Although on the other side of the House, he had, personally, always highly respected him, and he was sure that his colleagues must have done likewise. To possess such men as citizens is a great advantage to any country, inasmuch as they are always working for their country's best interests. He would endeavor to sum up the virtues of the late hon. member by saying that he was a thoroughly conscientious, upright man who has always striven in his own way to do his best for the country.

MR. SEMLIN said that in rising to second the motion that this House do adjourn out of respect to the memory of his late colleague, he did so with a great deal of feeling. Probably no member of the House had contended so determinedly for what he thought was right, even in the last days of his life, than the late hon. member for Chilliwack. The Premier had referred to his energy in this respect, and he could fully acquiesce in everything that had been said as to the very great loss which this House and the Province had sustained in the death of the hon. member. He had been a thoroughly conscientious, upright, and intelligent politician, having the best interests of the country at heart. Even borne down by sickness, he had endeavored to do his duty, day after day, year after year, never shirking it—may, he had rather sought what he considered to be his duty. He could further unhesitatingly say that in his private capacity, the late Mr. Kitchen was worthy of all respect, and he was glad to see that the House thoroughly appreciated the work which had been done by an honest, upright man. The House and the Province have sustained a great loss, and he was thoroughly in accord with the Premier in thinking that the House should pay a last tribute to his memory by adjourning until to-morrow.

Motion agreed to.

THE SPEAKER said that he presumed the motion carried with it a desire on the part of the members that an address of condolence should be prepared and forwarded to the bereaved widow.

HON. MR. TURNER said that that was the intention.

The House then adjourned, at 2:15 p. m.

AN ADMIRALTY HOUSE.

The return presented to the Legislature on the subject of the proposition to establish an Admiral's residence at Esquimalt, opens with a letter from Rear-Admiral H. Bury Palliser, Commander-in-Chief, dated from the Imperieuse at Esquimalt 20th June, 1896, addressed to the Hon. Geo. B. Martin, Chief Commissioner of Lands and Works, and reading as follows:

"Sir,—I have been desirous of approaching His Honor the Lieutenant-Governor on the subject of a residence for the Commander-in-Chief of the British Squadron, but I learn that he will be absent for some time, and have been advised to address myself to you with a view of saving time and obtaining a decision in the matter at an early date.

"Briefly stated, my desire is to obtain a suitable site of land and residence in the vicinity of Constance Cove for the Admiral who commands the Pacific. Such a site admirably presents itself on the Hudson Bay Company's property, near Maple Bank, where is also a house which would suit, with slight alterations, such as an extra wing, and out-houses, and stables, rebuilt, at a cost of about \$2,000.

"Besides its being desirable to live on shore when the ship is refitting, etc., it is often absolutely necessary for the Commander-in-Chief, in the absence of his ship, to do so, and on those occasions there is nothing nearer than an hotel in Victoria, which is very undesirable for carrying on the duties.

"I should like to point out that an official residence has been provided for the Commanders-in-Chief on nearly all other stations in the world. The Colonies of New South Wales, Cape of Good Hope, Ceylon and Nova Scotia have been, especially, most liberal in the matter, and when I add that the services, dockyard and all appertaining to it, spend on an average £60,000 a year in the Colony (for which the Colony pays nothing), I hope this request will not be considered unreasonable."

Further correspondence shows that on the 21st July Mr. Martin wrote the Admiral that "I am taking steps to see what can be done towards getting the site," and that on the 25th November the Provincial Secretary called the attention of the City Council of Victoria to a presentation from the grand jury on this subject. The Council responded with a resolution calling upon the Provincial and Dominion governments to contribute to the scheme, and asking for an amendment to the Municipal Act to enable the Council to make a grant also.

VOTES AND Legislative Assen

Tuesday

Prayers by the Rev. Bilton Haslam.

On the motion of Mr. Hume, seconded

That a respectful Address be presented to the Governor, or any member thereof, "Noble Five Mining Co.," and J. J. together with particulars of condition and extent of same.

(b.) Any correspondence as to January, 1896, and any reports in regard to the general question of water records.

On the motion of Mr. Graham, seconded

That a Select Committee, composed of the members of the House, be appointed, for the purpose of investigating the matter presented to this House dealing with certain papers in connection therewith, and to report thereon to the House.

Mr. Forster asked the Hon. the Minister of Lands and Works the following questions:—

Has any action been taken by the Government in dealing with the matter presented to this House dealing with certain papers in connection therewith, and to report thereon to the House.

If so, what?

The Hon. Mr. Martin replied as follows:—

"Yes.

"The application was refused, on the ground that the lands in the manner

Pursuant to Order, the adjournment of the House for the purpose of going into Committee on the subject of the Esquimalt and Nana mo

To strike out all of the words after "Whereas the Legislature sanctioned the establishment of a balance between revenue and expenditure upon public works; and whereas there is no satisfactory increase in the appropriations for

"This House emphatically condemned the business of the country, and the Lands and Works has ignored the instructions of the House."

On the motion of Mr. Hume, seconded

The Hon. Mr. Eberts presented a petition from all Sheriffs during the financial year ended 31st March 1896, received by them, their deputies and bailiffs, gages, bills of sale, and distress warrants.

The Hon. Mr. Turner presented a petition from

Resolved, That the House, at its request, do

And then the House adjourned at 2 o'clock.

NOTICES

By Mr. Williams—On Thursday

That a respectful Address be presented to the Governor, or any member thereof, "Noble Five Mining Co.," and J. J. together with particulars of condition and extent of same.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Tuesday, 6th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Bilton Haslam.

On the motion of Mr. Hume, seconded by Mr. Kellie, it was Resolved,—

That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House any correspondence with his Government, or any member thereof, in regard to the applications of the "Reco Mining Co.," "Noble Five Mining Co.," and J. J. Henze's company for record of water in West Kootenay, together with particulars of conditions upon which any such record has been granted, and the extent of same.

(b.) Any correspondence as to any such applications from any other persons since 1st January, 1896, and any reports in regard to same or any other applications, or in regard to the general question of water records, from any Government official or any other person.

On the motion of Mr. Graham, seconded by Mr. Semlin, it was Resolved,—

That a Select Committee, composed of Messrs. Rathet, Bryden, Huff, Williams, and the mover, be appointed, for the purpose of enquiring into the subject-matter of the Return presented to this House dealing with certain lands bought by Miss Davey, of Victoria, and claimed by Ruckle Bros. as a portion of their pre-emption, with power to call for persons, books and papers in connection therewith, and to report to this House from time to time.

Mr. Forster asked the Hon. the Chief Commissioner of Lands and Works the following questions:—

Has any action been taken by the Government since the date (April 16th, 1896) of the Return dealing with the matter presented to the House last Session in respect to the application of the *Equinault and Nana mo Railway Co.* for a grant of 86,346 acres of land lying between the mouth of Courtney River (Comox District) and Seymour Narrows?

If so, what?

The Hon. Mr. Martin replied as follows:—

"Yes.

"The application was refused, on the ground that the Dominion Government was not entitled to select lands in the manner applied for."

Pursuant to Order, the adjourned debate on the question "That I do now leave the Chair," for the purpose of going into Committee of Supply, was resumed.

Mr. Semlin moved in amendment, seconded by Hume,—

To strike out all of the words after "That" and insert:—

"Whereas the Legislature sanctioned an increase in taxation to enable the Government to establish a balance between revenue and expenditure, and also to expend a larger amount upon public works;

"And whereas there is no satisfactory diminution of the annual deficit, and no satisfactory increase in the appropriations for public works;

"This House emphatically condemns the manner in which the Government have administered the business of the country, and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the Legislature in the sale of lands."

On the motion of Mr. Hume, the debate was adjourned until to-morrow.

The Hon. Mr. Eberts presented a Return showing the fees and emoluments received by all Sheriffs during the financial year ending 30th June, 1896; such Return to include all fees received by them, their deputies and bailiffs, from procedure under executions, chattel mortgages, bills of sale, and distress warrants.

The Hon. Mr. Turner presented a Report of the Bureau of Statistics re Municipalities.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 5:40 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Williams—On Thursday next—

That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House all papers, letters and writings relating to the security required to be deposited by the *Columbia and Western Railway Company* under section 3 of the "Columbia and Western Railway Subsidy Act, 1896," and all Orders in Council relating thereto.

WATER RECORDS.

Mr. Hume moved the following resolution: "That a respectful address be presented to his honor the Lieut. Governor in Council, praying him to cause to be laid before this house any correspondence with his government, or any member thereof, in regard to the applications of the Reco Mining Company, Noble Five Mining Company, and A. Henze's company for record of water in West Kootenay, together with particulars of conditions upon which any such record has been granted, and the extent of same. (b) Any correspondence as to any such applications from any other persons since 1st January, 1896, and any reports in regard to same or any other applications, or in regard to the general question of water records, from any government official or any other person." The motion passed.

RUCKLE BROS.' CLAIMS.

Mr. Graham moved and Mr. Semlin seconded, "That a select committee, composed of Messrs. Rathet, Bryden, Huff, Williams, and the mover, be appointed for the purpose of enquiring into the subject matter of the return presented to this house dealing with certain lands bought by Miss Davey, of Victoria, and claimed by Ruckle Bros. as a portion of their pre-emption, with power to call for persons, books and papers in connection therewith, and to report to this house from time to time."

Mr. Graham said the return brought down showed that there was an injustice committed. The resolution then passed.

BUDGET DEBATE.

Mr. Smith resumed the budget debate. He urged upon the government the necessity for more adequate communication to the Lillooet mines. Lillooet had always contributed a large amount to the treasury. He hoped the government would give this matter their serious consideration as soon as possible.

MR. KENNEDY.

Mr. Kennedy said the premier took credit because the salaries had not been materially increased. The business of the country should be conducted in the same economical way as a successful private business. Mr. Kennedy could not see how the printing office could help but make money, when the patronage it receives is considered. If the government would take steps to secure cheap transportation for farmers' produce there would be no necessity for the government giving cheap money to farmers. Mr. Kennedy held that the mortgage tax was a triple tax. The farm was taxed, the money borrowed was taxed and the improvements that were made with the money were also taxed. Mr. Kennedy then dealt with the rebate on lumber. Such rebate should have been abolished long ago. This system of rebate was only profitable to the large and wealthy mill owners and was in keeping with a great deal of other legislation which was framed to assist the wealthy at the expense of the poor. Large mills which exported lumber were given a rebate of 50 per cent. of the royalties, while the small mills, which did a local trade, were mulcted in the whole amount of the royalties. It is perfectly impossible to distinguish from dutiable and non-dutiable lumber when cut. It was remarkable that the large mills export just exactly the amount of lumber that was dutiable. No rebate was allowed on lumber which goes to other provinces, while the favored few who were able to export to foreign countries were granted a rebate. There was nothing fair about the system. Mr. Kennedy also protested against the government refusing to put into operation the log scaling act after the committee of the house had worked to perfect that act. The government should undertake to protect the loggers against the mill owners in the matter of scaling logs. The act to prevent forest fires was then criticized. It was a most ridiculous act as framed by the revisers of the statutes, but had been amended by the house. The government, however, neglected to put the act into operation. The government had shown their incompetence in dealing with the protection of the forests. The government also showed their incompetence in dealing with the parliament buildings. Previous to the election it was told that the whole cost would be within \$600,000, but when everything is completed the cost will at least be \$1,250,000. He also referred to the employment of Mr. Ridgeway Wilson, of Victoria, as architect for the improvements at the asylum. A local man who was acquainted with the asylum could easily have been selected.

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By Mr. Forster—On Thursday next—Questions of the Hon. the Chief Commissioner of Lands and Works—

Is Mr. Rattenbury the purchasing agent for supplying the furniture, interior decorations, etc., etc., for the new Government Buildings?

Have the Government supplied specifications and asked for tenders for all such necessary fixtures and materials?

If so, who were the tenderers?

By Mr. Forster—On Thursday next—

That an Order of the House be granted for a Return showing the amount of money received from the Government, and the services rendered for such amounts, by Mr. Rattenbury, architect.

enrol. Ministers seldom visited the country unless private business of their own was lacking to public business at the same time. He also held that Mr. Williams, as chairman of the parliament buildings committee, had only done what was his duty in eliciting information and was not deserving of the attorney-general's criticisms.

Mr. Kennedy agreed with Dr. Walk-

em that Mr. Heinze did not come here for his health, and he saw no good reason why the government should fail down and worship him and place the province at his mercy. The public men of the country should be more careful as to what companies they associate themselves with. They should not besmirch their names by becoming embroiled in the affairs of companies asking favors from the government. He advocated the payment of grand jurors, and strongly urged the passage of an act for the better care of explosives. Mr. Kennedy wished to defend the opposition from criticisms made by the other side. He considered that it was not the only duty of the opposition to watch chances to defeat the government. It was the duty of the opposition to assist the government, and they had materially assisted the government by forcing them to eliminate bad features from their bills. Mr. Kennedy instanced many cases where the opposition had forced the government to drop objectionable measures. It had become some of the papers of the land to speak of the opposition as they do. The opposition was few in number and could not defeat the government whenever they took it into their heads to do so. The government, however, must know that they are incapable of carrying on the business of the country and should vacate their seats for more competent men.

MR. KELLIE.

Mr. Kellie urged that the government should insert a vote in the supplementary estimates to furnish money for the work of building a breakwater at Revelstoke, so that the whole townsite should not be washed away by the Columbia river. He ventured the opinion that Revelstoke would yet be the largest city in southwest British Columbia, if not the largest in the province. Mr. Kellie also begged that provision should be made in the supplementary estimates for additional representatives for Kootenay.

MR. COTTON.

Mr. Cotton poked fun at Mr. Pooley, whom he compared with a reserve engine in a fire department. When matters were going along smoothly Mr. Pooley sat comfortably in his seat, but when the government got into trouble Mr. Pooley was called out to relieve the pressure. In Mr. Cotton's opinion, however, the president of the council convinced more members against the government than he did in its favor. (Laughter.) Although the premier had presented a glowing picture of the prosperity of the province there was no explanation for the fact that in spite of increasing taxation deficits still existed. Mr. Cotton pointed out that Mr. Pooley practically abused people for paying the mortgage tax. He held that they contracted themselves into paying the tax. The government did not dare to call it a mortgage tax, because it knew that the people would revolt against such an iniquitous tax if it were called by its proper name. The government, instead of coming to any decision in this matter, kept postponing the consideration of the resolution urging the removal of this tax. The poorer a man is, the more he is in debt, the more taxes the government collects from him. It is in the interests of the treasury under present conditions that the people should be in debt. Mr. Cotton then supported the Torrens system of registering titles and urged its adoption. After careful inquiry he found that the introduction of the Torrens system in other countries entailed no

loss upon the government. The only reason he could find for the government's disinclination to introduce the system was that at present they enjoyed a large revenue from the system of registration. He urged that Vancouver at least be allowed to introduce the Torrens system and the effects of the system in that city could be carefully studied before introducing the system elsewhere.

Mr. Cotton called attention to the serious loss to the province by the conversion of the loans. The total loss so far was over \$120,000, which could have been saved to the province. The government cannot deny that the conversion of the old loans has been a failure.

Hon. Mr. Turner—It has been a perfect success.

Mr. Cotton pointed out that the value of money is steadily decreasing and it was unprofitable to borrow money now when it could be borrowed more cheaply in a few years. Although the expenditure has gone on increasing, it was found that many farmers who had taken up lands years ago were still without roads. The far more practical way of helping the farmers is to open out the country, to give them roads rather than cheap money. The government had shown misdirected zeal in assisting foreign settlements at Bella Coola and Cape Scott, but showed a great tardiness in caring for the people of the province. The man who does not look after his own family is worse than a heathen.

Col. Baker—Where will that text be found?

Mr. Cotton—the provincial secretary with his biblical knowledge ought to be able to find it. (Laughter.) When the farmers of the province have all the roads and all the improvements necessary to make a comfortable living, it will then be time enough to assist starving people from Minnesota and elsewhere to come here.

Mr. Cotton held that the primary schools in the province were not satisfactory. What was needed in the government was a little more business tact. Take the railway aid bill just brought down. Merely making loans did not constitute a business policy. A systematic system should be laid down with reference to railways as in other matters. Their policy should not depend on any outside pull or influence. He criticized the government for granting Mr. Heinze the right to the usage of water before the water bill is passed. The government acted indiscreetly in trying to forestall the operations of the water bill. He referred to the Lieut.-Governor's connection with the Columbia & Western. He did not wish to blame the government for the governor's action, neither did he intend to criticize the governor. He was forced to say, however, that he had acted very unwisely. The government should have signified their disapprobation of the Lieut.-Governor's course. He did not say that he did anything unlawful, but his conduct was certainly inexpedient. It is undesirable, not only in the interests of the province but in the interests of the government, that the gentleman holding the most important position in the province should be connected in any way with any company that may ask for favors from the government or the executive. In contradistinction to the conduct of Lieut.-Governor Dewdney was the conduct of Sir Hercules Robinson when he was appointed governor of Cape Colony. Previous to his appointment Sir Hercules was connected with numerous companies in Cape Town, but as soon as he received his appointment he resigned his connection with all these companies. This was exactly contrary to the course pursued by Lieut.-Governor Dewdney, and the government should have protested against something that is likely to do a great deal of harm to the province. (Applause.)

MR. POOLEY.

Hon. Mr. Pooley said that Mr. Cotton always liked to have the opportunity of replying to him (Mr. Pooley). He held that the criticisms against the government were those who had petty grievances of their own. He instanced cases brought up by opposition members—cases which, he held, did not refer to the policy of the government, but simply to the routine of the departments. He referred to the non-payment of the employees of the Sayward Mill Company. He pointed out that the Bank of Montreal held the leases, and if the bank was forced into payment it would probably throw up the leases. Negotiations were pending which, if successful, will insure the payment of the men's wages and the back rent due the government.

Mr. Pooley could not agree with Mr. Cotton's remarks with reference to the Torrens system. He stated that the Torrence system could only be introduced at a great expense. The government advanced the interests of the country as speedily as possible consistent with the finances of the country. He defended the travelling expenses of the ministers. There were two ministerial trips to England in the time of the government mentioned by Dr. Walkem: One cost \$3,510 and the other over \$7,000. In contradistinction to this was Mr. Turner's trip to England, which cost only \$1,800, and Mr. Eberts', the cost of which was only \$1,300. He challenged Mr. Williams' statement that the opposition had opposed the Columbia & Western railway land grant act. He at the same time introduced the question of the Lieutenant-Governor. No member of the government knew at that time that the Governor was interested in the Columbia & Western. The government did not give the land grant; it was the house. The only complaint made by Mr. Williams was that Mr. Heinze gave a dinner and he (Mr. Williams) had not been invited to attend. The government were not responsible for the private acts of the governor. The Heinze bond was put up in October, and was approved by the executive council. The privilege was granted to replace the bond, but no extension of time was granted. The matter had never come before the executive after the Heinze bond had been approved, and he did not know that the Lieutenant-Governor was a director of the company until Mr. Williams had announced the fact in the house. Even if he had known it, it would not have influenced him in the least. He would give those companies which had such distinguished men as the Lieutenant-Governor on their directorate the same consideration as was given to other companies. Mr. Pooley said it would be derogatory to the dignity of a grand juror to offer him pay. (Laughter.) In all places it is considered a great honor to be on the grand jury. (Laughter.) He was surprised to hear anyone suggest the payment of grand jurors.

In closing he said that he was pleased that the government had for sixteen years survived the speeches of the opposition. The people wanted a government that would rise to the occasion and meet all necessities without bridling the province into bankruptcy. He was sure that when the Speaker and himself went back to their constituents they would again secure a renewal of their confidence.

MR. SEMLIN.

Mr. Semlin, after complimenting the members of the opposition on the strength of their attacks upon the government, stated that Hon. Mr. Pooley said it was unfair to attack the departments of the government. Mr. Semlin dissented from this view, as the country's interests demanded that any dereliction of duty should be pointed out. He was surprised at the premier's remarks about the farmers. The premier had stated that the mortgages on farms amounted to \$12,000,000, and the next breath said it would afford the farmers but little relief to give them cheap money to pay off these mortgages. If the government could advance money at three per cent. less than the loan companies, the annual saving to the farmers would be \$300,000 a year. Would the premier say that this was not a substantial relief? He regretted to hear the government treat the farmers' difficulties so lightly. The government would not even remove the mortgage tax, but they would introduce the farmers' institutes. (Laughter.) Even Mr. Rithet suggested as a panacea for the farmers' ills that they should club

together and buy stump extractors. (newed laughter.) Mr. Semlin held that the agriculturists of the province would laugh at the absurdity of merchants of Victoria telling them they should do to bring back prosperity. (Hear, hear.)

The opposition had been laboring with difficulties in their efforts to obtain information regarding the government misconduct. Returns brought down the house were often incomplete, at some instances the government neglected to bring down the returns asked. They did not hope to discover all the government's misdeeds, but under the circumstances he again congratulated the opposition members on the strength of their attack.

Mr. Semlin was amused at Mr. I. et's references to Mr. Sward's and Kidd's speeches. Mr. Semlin would play that the opposition regretted the same old story had to be told each year. The same deficit asserted each year. True, Mr. Turner had ways a silver lining in that cloud. Y ago the finance minister had said in 1896 the period of deficits was come to an end, but 1896 had passed and the deficits were still with us. taxpayers are not asking for man palaces for civil servants to dwell nor for railways particularly, but after year they did ask for ordinary roads and bridges. Reasonable requests in this direction were constantly refused. The only progress shown the government was in their ability increase taxation. In so far as farmers are concerned as a class, t

have very grave faults to find with government. The government were badly doing the best they knew but they were wholly incapable of trying on the business of the country. Mr. Pooley must be ignorant of how colleagues carry on the business, or would not have ventured the assertion that the business of the province being carried on as would a successful private business. Reference was made to the travelling expenses of the ministers. He would again draw attention to the attorney-general's trip to London, which cost the province \$387. Eberts went there ostensibly to charge of the assizes, but really to part in an election campaign. Mr. Semlin went there for the same purpose. He frankly acknowledged that he was purposely to Clinton in order to assist the opposition candidate in the bye-election. If the attorney-general were equally frank, he would acknowledge that his mission to Clinton was to assist Mr. Stoddard in his campaign. Eberts had stated that he (Mr. Semlin) was not "in it." He must acknowledge that he was not "in it" to the extent of \$387. If he had been the result of election might have been different. It was the majority for the government candidate was only 11, while 18 of electors were subsidised voters of government. The idea of minister visiting the different sections of the province was a good one, but the premier always turned their visits that they could take a hand in electing or transact private business. Mr. Semlin referred to the Ruckle Bros. claim. The return brought down in connection therewith did not bear out the contents of the chief commissioner. A la speculator of the city of Victoria having found out that there was a technical objection to the title of a certain portion of the Ruckle Bros. land, at once went to work to secure the land for townsites. The provincial land survey who made the survey of the land as distinctly that the land belonged to the Ruckle Bros., but in the face of the chief commissioner gave the land to the Victoria speculator.

Mr. Semlin then referred to the increase in the salaries of civil servants. The government have repeatedly raised the salaries. If the list of those whose salaries were increased was examined, would be found that this increase, with one or two exceptions, benefited only the government employees in Victoria. The government claimed they were borrowing money for the development of the country, but a study of the estimates would show that the greater portion of the revenue was utilised for the payment of salaries. The government had been extravagant in their payment of officials and pecunious in the expenditure of money on public works. Mr. Semlin pointed out that the government were guilty of favoritism in

MR. POOLEY.

Pooley said that Mr. Cotton had to have the opportunity of him (Mr. Pooley). He held criticisms against the government, those who had petty grievances. He instanced cases by opposition members, he held, did not refer to the government, but simply to the departments. He the non-payment of the em- he Sayward Mill Company, out that the Bank of Mont- he leases, and if the bank into payment it would pro- up the leases. Negotiations which, if successful, will payment of the men's wages k rent due the government. y could not agree with Mr. marks with reference to the tem. He stated that the stem could only be introduced expense. The government e interests of the country as possible consistent with the the country. He defended g expenses of the ministers, two ministerial trips to Eng- time of the government men- r. Walkem: One cost \$3,510 er over \$7,000. In contra-) this was Mr. Turner's ap- which cost only \$1,800, and the cost of which was only challenged Mr. Williams' hat the opposition had op- olumbia & Western railway ct. He at the same time in- question of the Lieutenant- No member of the govern- it that time that the Govern- rested in the Columbia & he government did not give ut; it was the house. The nt made by Mr. Williams. Heineze gave a dinner and lams) had not been invited. The government were not or the private acts of the he Heineze bond was put up and was approved by the mil. The privilege was eplace the bond, but no ex- ne was granted. The mat- r came before the executive inze bond had been approv- ed not know that the Lieu- nor was a director of the il Mr. Williams had ap- fact in the house. Even if n it, it would not have in- in the least. He would give les which had such dis- n as the Lieutenant-Gov- r directorate the same con- was given to other com- Pooley said it would be the dignity of a grand him pay. (Laughter.) In is considered a great honor grand jury. (Laughter.) rised to hear anyone sug- ent of grand jurors. e said that he was pleased ernment had for sixteen d the speeches of the op- e people wanted a govern- ould rise to the occasion necessities without bring- nce into bankruptcy. He t when the Speaker and back to their constituents gain secure a renewal of

R. SEMLIN.

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many instances. He referred to the payment of \$400 to Mr. T. P. Reid be- cause he was a supporter of the gov- ernment; to the payment of \$2,700 for advertising in the Vancouver World without calling for tenders, when he was credibly informed that the work would have been done at a profit for \$700. He also pointed out that a resident doctor at Ashcroft had his annual al- lowance cut down from \$500 to \$300, but the resident doctor at Clinton was still granted an annual allowance of \$1,000. The one at Ashcroft attended to his practice and did not interfere in politics, while the physician at Clinton was a very active politician in the gov- ernment interests. Other cases were cited where the government had shown undue consideration because men had what Dr. Walkem had very properly called a pull on the government.

There was the case of Mr. Heineze. He believed Mr. Heineze to be a very clever young American—much too clever for the government. Certain gentlemen had made application for coal lands be- fore the land had been reserved for Mr. Heineze's railway, but these applica- tions were not recorded, and these valu- able coal lands went to Mr. Heineze. It was understood that no water rights were to be granted until the water bill went into force, but Mr. Heineze was granted 1,200 inches of water. As it was stated that an inch of water in Kootenay was worth \$100 for generat- ing power, it could be easily seen that

Continued on page 2.

Mr. Heineze had secured another valu- able asset from the government.

Mr. Semlin regretted that he was compelled to refer to the conduct of the Lieutenant-Governor. His connection with the Columbia & Western railway, however, was only similar to the con- nection of the legal firm of which the attorney-general is a member and Mr. Pooley's connection with the E. & N. railway. The people of the province would have more confidence in the hon- esty of the executive if its members dis- sociated themselves from powerful cor- porations. The attorney-general in the previous government gave up his prac- tice when he took office, although the emoluments of that office were not as large as they are to-day.

Mr. Semlin also pointed out that al- though the premier had promised when Mr. Vernon was appointed agent-gen- eral that the latter should give his whole time to that office, he is now ask- ing for assistants, as he finds he is un- able to answer all the letters, attend to other duties and his own private busi- ness.

In conclusion Mr. Semlin said that the opposition charged the government with squandering public money, with favoritism, and with mismanagement of the public business. If the mem- bers on the other side of the house had given close attention to the speeches of the opposition members, they must have come to the same conclusion. To give the house an opportunity to give expres- sion to its views, he would move the following amendment:

"Whereas the legislature sanctioned an increase of taxation to enable the government to establish a balance be- tween revenue and expenditure and also to expend a large amount on public works, and whereas there is no satis- factory diminution of annual deficits and no satisfactory increase in the ap- propriation for public works, this house emphatically condemns the manner in which the government has administered the business of the country and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the legislature for the sale of land."

MR. HUME.

Mr. Hume seconded the amendment with very much pleasure. The govern- ment promised the house last year that since the taxes were to be increased greater improvements would be carried out in the province. This had not been done as far as Kootenay was concerned. Mr. Hume believed that the people of the province should have the same priv- ileges granted to them as were granted to Mr. Heineze or any other American. Several applications had been made by those desirous of using the water of Beaver creek, but these applications had been refused. Mr. Heineze, however, secured the right to use the water of Beaver creek as soon as he made ap- plication. In proof of this Mr. Hume

read a telegram from Napoleon Ritz- stubbs, the gold commissioner, to the effect that up to the time Mr. Fitz- stubbs went on leave of absence Mr. Heineze had made no application for water. This telegram from the gold com- missioner daily contradicted the answer of Hon. Col. Baker to Mr. Hume's question. Col. Baker had then replied that these applications, including Mr. Heineze's, had been made to the gold commissioner for the district several months previous to the 8th inst. Mr. Hume also read a telegram from Mr. Corbin, a copy of which had been re- ceived by the government. It read as follows: "I protest most vigorously on behalf of the miners and miners contigu- ous to Beaver Creek against the grant of water to Heineze. He has no mineral or works within miles of this water; he is getting it for speculative purposes. It is all needed locally, and should be re- served for local mines and miners." Another matter connected with Mr. Heineze's land grant was that the timber was also reserved for Mr. Heineze, and consequently the sawmill men who made application for timber around Slooan Lake were told by the government that it belonged to Mr. Heineze. He also complained that when any government positions in Kootenay became vacant they were invariably filled by men from Victoria. He considered that the gov- ernment could easily find men suitable for the positions in Kootenay.

Mr. Hume then took up the question of re-distribution. He held that if Mr. Kelle had brought more pressure on the government four years ago, Koo- tenay would have had an additional re- presentative. Mr. Hume presented the following table to show the unfairness of the last re-distribution bill:

District.	No. of Vot'rs.	Members
Parthol...	456	2
Cassiar.....	291	1
Comox.....	322	1
Cowichan-Alberni	316	2
East Kootenay.....	625	1
Esquimalt.....	451	2
East and West Lillooet.....	919	2
Nanaimo City.....	974	1
North Nanaimo.....	702	1
South Nanaimo.....	294	1
New Westminster City.....	1,409	1
Vancouver City.....	3,790	3
Victoria City.....	4,817	4
North Victoria.....	320	1
South Victoria.....	397	1
North-West Kootenay	550	1
South Kootenay.....	925	1
Chilliwack.....	801	1
Delta.....	1,180	1
Dewdney.....	785	1
Richmond.....	801	1
East Yale.....	1,022	1
North Yale.....	683	1
West Yale.....	600	1

The 22 government members repre- sent 11,852 votes, and 11 opposition members represent 11,323 votes. Is there anything fair about this? Mr. Hume said the discrepancies were now greater than then, and the government should bring down a fair re-distribution bill. He then moved the adjournment of the debate.

The house adjourned at 5:40.

BUREAU OF STATISTICS.

Hon. Premier Turner presented the report of the bureau of statistics with reference to the municipalities of Brit- ish Columbia for the year 1896. Mr. R. E. Gosnell, the secretary of the Bureau, stated that experience in compiling the returns suggests that in some instances a more comprehensive system of book- keeping might be adopted. He gave testimony to the general efficiency of the officials of the municipalities. From the statistics it appears that the assessed

value of real estate actually taxed in Victoria is \$10,501,340; in Vancouver \$13,000,809; in New Westminster, \$2,506,405; South Vancouver, \$1,392,553; North Vancouver, \$1,862,014; Nanaimo, \$1,339,203; Richmond, \$1,149,782; Sur- rey, \$1,002,967; Burnaby, \$779,551; Chil- liwack, \$812,076; Delta, \$1,153,104; Matsqui \$583,663; the total value in all the municipalities is \$37,937,736. The total assessed value of improvements is \$8,975,422; the total value of exemp- tions is \$4,171,512.

Hon. Mr. Eberts presented a return giving sheriff fees and emoluments dur- ing 1896.

ADMIRALTY HOUSE.

In a return of all correspondence re- lating to the establishment of a resi- dence for the admiral commanding the Pacific station, the following letter ad- dressed to the Chief Commissioner of Lands and Works appears:

"Imperial, at Esquimalt,
"30th June, 1900.
"Sir: I have been desirous of ap- proaching His Honor the Lieutenant- Governor on the subject of a residence

for the commander-in-chief of the British squadron, but I learn that he will be absent for some time, and have been advised to address myself to you with a view of saving time and obtaining a decision in the matter at an early date.

"Briefly stated, my desire is to obtain a suitable site of land and residence in the vicinity of Coanance Cove for the

admiral who commands the Pacific. Such a site admirably presents itself on the Hudson Bay Company's property, near Maple Bank, where is also a house which would suit, with slight alteration, such as an extra wing and out-houses and stables, rebuilt, at a cost of about \$2,000.

"Besides its being desirable to live on shore where the ship is refitting, etc., it is often absolutely necessary for the commander-in-chief, in the absence of his ship, to do so, and on these occasions there is nothing nearer than an hotel in Victoria, which is very undesirable for carrying on the duties.

"I should like to point out that an official residence has been provided for the commanders-in-chief on nearly all other stations in the world. The Colonies of New South Wales, Cape of Good Hope, Ceylon and Nova Scotia have been, especially, most liberal in the matter, and when I add that the service, dockyard, and all appertaining to it, spend on an average \$50,000 a year in the Colony (for which the Colony pays nothing), I hope this request will not be considered unreasonable.

"I have, etc.

"H. BURY PALMER.
"Rear Admiral, Commander-in-Chief."

World-Apr 7-97

THIRTY-NINTH DAY.

From Our Own Correspondent.
VICTORIA, April 6.—Hon Mr. Pooley made a slashing reply to the criticism of the Opposition to-day and the speech of Mr. Semlin followed with a weak in comparison, although it wound up with a motion of want of confidence. Incidentally the leader of the Opposition accused the Government of favoring the World in the tax sale advertisement, and made remarks which he cannot possibly verify as to the advertisement. He said he had been credibly informed that the advertising could have been done for \$700!!! Mr. Semlin has as much as Dr. Walkem to learn about the advertising of a big newspaper, but let that pass. The Opposition weakness is shewn when it can only seize upon advertisements and dinners to attack the Government about.

BUDGET SPEECH.

Mr. SMITH continued the debate on the budget speech. He urged the Government to open up the Lillooet district by roads.
Mr. KENNEDY urged the abolition of the personal property tax as the Premier called it, although it was really a mortgage tax. He believed the cheap money cry among farmers would disappear if the Government gave them cheap transportation and opened the markets of the mining upper country to the farmers of the south who could easily supply them instead of foodstuffs having to be brought across the border. He strongly urged the abolition of the rebate on lumber, declaring that the large body of mill-owners were opposed to it. He complained that the Government in getting a contract for an extension to the Asylum for the Insane had not communicated with the gentlemen in Westminster who had done further additions and had instead sent an architect from Victoria to see what was required.

Mr. KELLIE took up the subject of Fraser River dyking and urged the Government to put a vote in the supplementary estimates to protect the townsite of Revelstoke. He declared that unless something was done to protect the river banks there would soon be nothing of the townsite left. He opined that Revelstoke would one day be the biggest city in British Columbia, because of its mineral resources, and it was therefore urgently necessary that the banks of the Fraser there should be protected. He claimed that Kootenay was entitled to more representation in the House. Rossland and Trail alone were entitled to a member. (Hear, hear.)

Mr. COTTON claimed that the revenue increase for which the Government claimed so much credit was caused, first, by the development of the mining districts, and secondly, by the actual increase of taxation. Take these away and the elasticity in revenue disappeared.

appeared. The Government might make an experiment in reducing taxation and begin with the mortgage tax which was unfair and unreasonable. He dealt at length with the Torrens system and declared that the parties who registered their property would have to pay all the taxes, so that the Government need not fear much expense to them. If the Government had not the courage to make the system compulsory in the Province as a whole he thought they should make an experiment in one district. He was quite willing—and he thought the people of Vancouver were willing—that they should make the experiment in that city. He claimed that the Province would have saved \$120,000 if the conversion of the 1877 and 1887 loans had been delayed till June 30, 1896. The Government could not deny that the conversion has been a failure.

Hon. Mr. TURNER: It was a thorough success.

Mr. COTTON could not see that when the Province had lost \$120,000 and was losing still more as the price it had to pay for the sinking fund increased. He concluded by classifying the railway policy as a sort of gigantic out-door relief and not business.

A STRONG DEFENCE.

Hon. Mr. POOLEY proceeded at once to deal with charges against the Lands and Works Department in regard to Ruckle Bros' pre-emption near Grand Forks, and the use of coal licenses for lands at Rock Creek. He was of opinion that the hon. member who had made the attacks had done so at the instance of parties outside the House who had grievances against the Government. He said that in both these matters the Chief Commissioner had made his decision after considering all sides, and if the parties were disappointed they had power to take summary proceedings before the Supreme court to have the decision set aside. The Chief Commissioner was not an autocrat, and his decisions were liable to be set aside by the court, and it was very desirable that there should be this precaution. He noticed, as proving that the Chief Commissioner was right, that the disappointed parties had not appealed. Then there was a complaint made by the hon. member for South Nanaimo (Dr. Walkem) with regard to the employees of the Sayward Mill Company, who had \$8,000 due to them in wages from the mill. The Bank of Montreal was now negotiating the sale of the mill property, but if the Government stepped in and tried to force payment of the amount due to the men, the bank might immediately shut up the leases and the Government would have no money to pay with. It would not be right and provident for the Government to put their hands in the public exchequer to pay the wages of the men. The money that was paid by the Government came out of the taxpayers' pockets, and they could not pay off the debts of a private firm with it, but if they could carry out the negotiations satisfactorily the money would be paid. (Applause.)

It was with the hope of getting the money that the Government had not forfeited the leases. If they forfeited them they would get nothing. The junior member for Vancouver (Mr. Cotton) had been riding his Torrens horse again (laughter). He told them that he had a wonderful scheme which could be introduced into the Province at no cost to the landowner. As a matter of fact the landowner would have to pay very largely indeed to get his title registered under the Torrens system. Their present registration system was an admirable one and would have been introduced into England if it were not for great difficulties surrounding the transfer. The hon. member (Mr. Cotton) also became very eloquent upon a new system of roads. When the Government had the roads they were kept pretty well, but now the municipalities had taken them over he did not know how they were. The hon. gentleman had asked if the Government were carrying on the business of the country in the same way they would carry on their own business? They carried on business in a prudent way and were advancing the interests of the country as rapidly as the state of the finances permitted without bringing it to bankruptcy. (Applause.) That was what the Government were doing and that was what every prudent man of business did. The Government of the country were responsible to the people for the spending of the money; hon. gentlemen opposite were not. They were fully aware of their responsibilities. Mr. Williams had referred to ministers' traveling expenses. He could remind them of two trips of earlier ministers, one of which cost \$5,500 and the other \$7,085.74. There was not very much said about them. When they came to consider the economical way in which the present ministers did their work, he thought it would be admitted that they gave the country full value for the expenses they incurred. In direct contradiction to the items he had just read, Hon. Mr. Turner's visit to England and re-

turn and two trips to Ottawa cost \$1,872.36, Hon. Col. Baker's visit to Ottawa and return cost \$200, while Hon. Mr. Eberts' visit to England cost \$1,324. He thought they got very good service indeed for the sums expended. Mr. Williams had also said that when the Columbia Western Railway act was before the House there was very decided opposition from that side of the House, and that he gave decided opposition to it. He (Mr. Pooley) challenged that statement. Hon. gentlemen's opposition amounted to this, that the railway should be taken to Penticton. The hon. gentleman at the same time introduced the question of the Lieut.-Governor being connected with the matter. He might safely say here that no member of the Government was aware that the Lieut.-Governor had anything to do with it, and that he was at the time interested in the matter. When the land grant was given it was given by the House and not by the Government; the Government had no power to give a land grant. On the question of the grant there was no division in the House, in fact there was no division on the bill from beginning to end. The only complaint about the bill that he had heard from the hon. gentleman was that Mr. Heinze had given a public dinner and that he was not at it. (Laughter.) He himself was not there, but he had not complained to the House. The Government was not in any way responsible for the private actions of the Lieut.-Governor. The hon. member for New Westminster (Mr. Kennedy) asked that grand jurors should be paid. Personally he believed it would be derogatory to the dignity of grand jurors to pay them. He had never heard of it being done, but he had no objection to the payment. The Opposition had said much about the Government being swept away next election. He had heard that cry for 16 years, and still they had survived it, and he thought the people would still retain in power an administration that would advance their interests instead of taking them down, down, down. (Prolonged cheers.)

Mr. SEMLIN raised the old cry of annual deficits and neglect of the rural districts. Except in the matter of mining, he said, things in the Province were almost as they were in 1887. The clouds of depression had not passed away, and from all over the marble palaces for the civil servants, but for roads, streets and bridges. Works asked for for years past had

not been done. The progressive Government in power now had increased one thing—the taxes. The farmers as a class had great fault to find with the Government of the country. He particularly attacked the Lands and Works Department and accused the Government of favoritism in many matters, including the tax sale advertisement in The World. The editor of that paper was a gentleman who knew the Government. He said to them, "Do not call for tenders at all. I am a good Government supporter. You should give the job to me." The World Company got the work, and he believed the Government paid it \$2,700 for what he was credibly informed could have been done for \$700. (Cries of "No, no.") Summing up, he thought the Government had been convicted of extravagance, favoritism and of failing to carry out the Land act, and in order to give hon. members an opportunity of showing whether they approved or not of the way the Government were carrying on the affairs of the country, he moved to strike out all the words after that in the motion: "That you do now leave the chair," and insert in lieu thereof: "Whereas the Legislature sanctioned an increase of taxation to enable the Government to establish a balance between revenue and expenditure, and also to expend a large amount on public works, and whereas there is no satisfactory diminution of annual deficits and no satisfactory increase in the appropriation for public works, this House emphatically condemns the manner in which the Government has administered the business of the country, and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the Legislature for the sale of lands."

Mr. HUME in seconding the motion called for a redistribution of sections, especially in Kootenay. He moved the adjournment of the debate.

Hon. Mr. EBERTS presented a return showing sheriff's fees and emoluments received during 1896.

Hon. Premier TURNER presented the report of the Bureau of Statistics with reference to the municipalities of British Columbia for the year 1896. R. E. Connell, the secretary of the Bureau, states that experience in compiling the returns impelled the remark that in some instances a more comprehensive system of book-keeping might be adopted. He bore testimony to the grand efficiency of the officials of the municipalities. From the statistics it appeared that the assessed value of real estate actually taxed in Victoria was \$10,901,340; in Vancouver it was \$13,000,560; in New Westminster

after, \$2,566,405; South Vancouver 392,853; North Vancouver, \$362,010; Nanaimo, \$1,369,203; Richmond, \$1,132,100; Surrey, \$1,002,967; Burnaby, \$1,002,967; Chilliwack, \$512,076; Delta, \$1,100,000; Matsqui, \$583,563; the total value of the municipalities is \$37,837,736. The total assessed value of improvements is \$8,975,422, the total value of exemptions is \$4,171,512.

The House adjourned at 5:45.

News Advertiser

THIRTY-NINTH DAY.—TU.

Victoria, April 6.—The House met at 2 p.m., and prayers were read by J. B. Haslam.

Mr. Hume presented a petition for the making of a trail five lengths along Lemon Creek. Mr. Hume presented a petition from the Councils of Women of Victoria, Westminster and Vernon asking technical education fitting the trades should be introduced in the schools. The Speaker ruled the petition out of order as containing expenditure of public money.

Hon. Mr. Baker presented a petition of the Bureau of Statistics municipalities.

Hon. Mr. Eberts presented showing all sheriff's fees and emoluments for the year 1896.

Mr. Hume moved, seconded by Mr. Hume, for any correspondence in the applications made by Mining Co., the Noble Five and A. Heinze's company for water in West Kootenay, together with particulars of conditions upon which record has been granted, extent of same, also any correspondence to any applications from persons since last January, 1896.

Mr. Graham moved, seconded by Semlin: That a select committee composed of Messrs. Ritchie, Brydges and Williams be appointed for the purpose of enquiring into the subject matter of the return to this House dealing with the complaint by Miss Davey, of Victoria, claimed by Ruckle brothers as of their pre-emption. Agreed.

In reply to Mr. Forster, Hon. Mr. Smith stated that action has been taken by the Government since 1896, in respect to the application of the Esquimalt & Nanaimo Railway Co. for a grant of \$6,346 acres of land between the mouth of Courtenay (Comox district) and Seymour. The application was refused on the ground that the Dominion Government was not entitled to select land in manner applied for.

THE BUDGET DEBATE.

MR. SMITH continued his attack on the budget. He stated that the adjourned debate on the committee of supply. In his opinion upon the Government Lillooet district is entitled to treatment, as it has always been in the treasury than has been in it.

Mr. KENNEDY after referring to the department, claimed that the Government are entitled to no credit for the cost of administration which is a circumstance which has contributed to the fact that salaries in the Government are high. Coming to the question of the budget, he thought that some system of taxation should be devised to produce a balance between revenue and expenditure, and also to expend a large amount on public works, and whereas there is no satisfactory diminution of annual deficits and no satisfactory increase in the appropriation for public works, this House emphatically condemns the manner in which the Government has administered the business of the country, and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the Legislature for the sale of lands.

Mr. HUME in seconding the motion called for a redistribution of sections, especially in Kootenay. He moved the adjournment of the debate.

two trips to Ottawa. Hon. Col. Baker's visit to Ottawa cost \$200, while Hon. Col. Baker's visit to England cost \$1,000. They got very good results for the sums expended. He had also said that when the Western Railway act the House there was very position from that side of and that he gave decided it. He (Mr. Pooley) challenged. Hon. gentleman amounted to this, that way should be taken to the hon. gentleman at the introduced the question of governor being connected later. He might safely say member of the Government that the Lieut.-Gov. anything to do with it, and at at the time interested. When the land grant was given by the House the Government; then Gov. no power to give a land the question of the grant division in the House, in is no division on the bill ing to end. The only com- the bill that he had heard gentleman was that Mr. given a public dinner and not at it. (Laughter.) as not there, but he had to the House. The was not in any way re- the private actions of the or. The hon. member for aster (Mr. Kennedy) ask- jurors should be paid, believed it would be the dignity of grand them. He had never ing done, but he had no payment. The Oppo- much about the Gov- swept away next elec- heard that cry for 16 ll they had survived it. at the people would still r an administration that e their interests instead m down, down, down. eers.)

raised the old cry of and neglect of the rural ent in the matter of d, things in the Prov- of depression had not and from all over the came the cry, not for for the civil servants, streets and bridges, or for years past had

The progressive Gov- ver now had increased taxes. The farmers as great fault to find with nt of the country. He attacked the Lands and ment and accused the of favoritism in many the tax sale adver- the World. The editor of a gentleman who knew nt. He said to them, or tenders at all. I am nment supporter. You the job to me." The y got the work and he y government paid it \$2,700 was creditably informed n done for \$700. (Cries summing up, he thought t had been convicted of favoritism and of fail- out the Land act, and e hon. members an op- showing whether they ot of the way the Gov- carrying on the affairs he moved to strike out ster that in the motion now leave the chair," u thereof: "Whereas an increase an increase enable the Government balance between rev- diture, and also to ex- mount on public works, here is no satisfactory annual deficits and no rease in the appropria- works, this House em- emms the manner in ernment has adminis- es of the country, and r in which the Chief t Lands and Works instructions of the the sale of lands," econding the motion distribution of sections, tency. He moved the the debate.

ERTS presented a re- eriffs' fees and emolu- during 1896.

TURNER presented e Bureau of Statistics e municipalities of a for the year 1896. the secretary of the impelled the remark stances a more com- tem of book-keeping d. He bore testimony iency of the officials ities. From the mat- that the assessed ate actually taxed in 901,340; in Vancouver in New Westmin-

ster, \$2,566,405; South Vancouver, \$1-392,853; North Vancouver, \$962,014; Na- naimo, \$1,369,203; Richmond, \$1,149,783; Surrey, \$1,002,967; Burnaby, \$779,555; Chilliwack, \$812,076; Delta, \$1,153,164; Matsqui, \$583,683; the total value in all the municipalities is \$37,937,736. The total assessed value of improvement is \$8,975,422, the total value of exemption is \$4,171,512.

The House adjourned at 5:45 p.m.

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THIRTY-NINTH DAY—TUESDAY.

Victoria, April 6.—The House met at 2 p.m., and prayers were read by Rev. J. B. Haslam.

Mr. Hume presented a petition asking for the making of a trail five miles in length along Lemon Creek. Mr. Braden presented a petition from the Local Councils of Wona of Victoria, New Westminster and Vernon asking that technical education fitting the pupils for trades should be introduced in the public schools. The Speaker ruled the petitions out of order as contemplating an expenditure of public money.

Hon. Mr. Baker presented the report of the Bureau of Statistics re municipalities.

Hon. Mr. Eberts presented a return showing all sheriffs' fees and other emoluments for the year 1896.

Mr. Hume moved, seconded by Mr. Kellie, for any correspondence in regard to the applications made by the Reco Mining Co., the Noble Five Mining Co. and A. Heims's company for record of water in West Kootenay, together with particulars of conditions upon which any such record has been granted, and the extent of same, also any correspondence as to any applications from any other persons since 1st January, 1896. Agreed to.

Mr. Graham moved, seconded by Mr. Seulin: That a select committee, composed of Messrs. Rithet, Bryden, Huff, Williams and the mover, be appointed for the purpose of enquiring into the subject matter of the return presented to this House dealing with certain lands bought by Miss Davey, of Victoria, and claimed by Ruckle brothers as a portion of their pre-emption. Agreed to.

In reply to Mr. Foster, Hon. Mr. Martin stated that action has been taken by the Government since 16th April, 1896, in respect to the application of the Esquimalt & Nanaimo Railway Co. for a grant of 86,846 acres of land lying between the mouth of Courtney River (Comox district) and Seymour Narrows. The application was refused on the ground that the Dominion Government was not entitled to select land in the manner applied for.

THE BUDGET DEBATE.

MR. SMITH continued his address on the adjourned debate on the motion for committee of supply. In conclusion he impressed upon the Government that Lillooet district is entitled to liberal treatment, as it has always paid more into the treasury than has been expended in it.

MR. KENNEDY after referring to the criticism made respecting the various departments, claimed that the Government are entitled to no credit because the cost of administration has not increased, a circumstance which he attributed to the fact that salaries are not on the increase throughout the Province. Coming to the question of cheap money, he thought that some system of transportation should be devised so that the producers of farm produce might be brought in close touch with the consumers; then the farmers would not require cheap money. The mortgage tax he considered a very heavy drag on the community. One of the worst features about it is that it is a triple tax. First there is the interest on the mortgage, then the Government step in with their tax on the mortgage, and thirdly the improvements the farmer makes on his place with the borrowed money are taxed by the municipality if not by the Government. The timber rebate should also have been abolished long ago. He had had a good deal of conversation with the Chief Commissioner of Lands and Works about the log-scaling act and that gentleman had admitted that he knew very little about it. Last session they had had a committee to report on this question and they had reported that no real effort had been made to carry out the Act on the mainland, and also that there should be some more marked manner of distinguishing between dutiable and non-dutiable timber. As the matter now stands it is a farce. To

allow a rebate on lumber that goes outside the Dominion but not on that consumed in the Province has nothing fair or square about it. He was surprised to learn that the Government had decided to rescind the Log Scaling Act on the plea that it is not practically operative. He criticised the manner of measuring beams of logs, and claimed that the loggers does not get fair play. The Government should take the matter in hand. He referred also to the necessity for more effective steps for the preservation of forests from fire. The Government had also shown their incompetence by the way they had dealt with the new buildings. These have already exceeded the estimated cost and they are not half finished. (Laughter.) Well he would take that back, but there is a very great deal to be done to them. By the time things are cleared away, a decent fence erected and a lawn made, the country will have to pay \$1,250,000 for those buildings. There was another peculiar thing he would call attention to. The Government when an extension was needed to the asylum at New Westminster had not employed the original architect, who was most fitted for the work, but had sent a man over from Victoria who could not have been so well qualified as the original architect. It was not philanthropy brought Mr. Heims, Mr. Corbin et al into the coun-

try. They would not come here unless they saw good interest for their money in sight. Therefore, there is no reason whatever for the Government to fall down and worship them, and give them everything they want. He would not attack the Lieutenant-Governor, but he thought that our public men should for their own sake refrain during their term of office from embarking in speculative enterprises. He was surprised to see there were in some cases no fares charged in the return for Ministers' expenses. It looked very curious and appeared to be a reflection on somebody.

Hon. Mr. Turner—You want us to change it, do you?

Mr. Kennedy said that early in the session he had asked whether any steps were to be taken respecting the payment of grand jurors, and the Premier had replied "No." This is a very great hardship on these gentlemen who are obliged to leave their homes and businesses.

Hon. Mr. Turner—Do they pay grand jurors in other provinces?

Mr. Kennedy said it did not make a particle of difference, we should not perpetuate a wrong. With regard to the care of explosives, he had been informed that the Government have the matter under consideration. He hoped that they would not keep it under consideration until they are brought to their senses by some terrible accident. Then came the school question. There was a school at Ducks that had never had a sufficient number on its roll to entitle it to be kept open. The Provincial Secretary said that it was an assisted school. Why then was \$50 a month charged for a lady teacher? He was further informed that it was not a fit place to send a lady teacher. They had had no less than three or four teachers there in the last year. Why, too, call it an assistant to Duck's school? Why not call it Campbell's Creek school. He would not trouble any further with this just now. He maintained that it was the duty of the Opposition to help the Government, not to sit waiting for a chance to defeat the Government by fair means or foul. He pointed out that on more than one occasion the Opposition had forced the Government to withdraw objectionable bills. Even lately the Opposition had compelled the Government to accept important amendments to the Water Bill. He thought a certain section of the press were out of place in criticizing the Opposition. Apparently these papers thought that they could defeat the Government whenever so minded. He was of opinion that enough had been said to cause the Government to vacate their seats and leave them to people who would carry on the business of the country as business should be carried on.

MR. KELLIE criticised the Government for having done nothing to prevent the river at Revelstoke encroaching on the townsite. Something must be done, and he hoped an amount would be put in the Supplementary Estimates for this object. Another thing, the district is entitled to more representation in the House, both as to its extent and the amount of revenue it is turning in to the Treasury. (Applause.)

MR. COTTON said that he was particularly desirous to hear the hon. the President of the Council. So vigorous had been the attack on the Government that they were now calling out their reserves, and he observed that the hon. gentleman is looked upon in the same light by the members of the Government as the big steamer in a fire department. When the small engines go out to a fire it remains at home, but when things get serious they telephone for the big steamer and have it sent out. During the latter portion of the debate he had noticed that the President of the Council had been preparing notes and getting ready to rush into the fray. That was the state of things when the hon. member for Kootenay (Mr. Kellie) had come in and relieved the pressure, but he still lived in hopes of hearing the hon. gentleman before the debate closed. He would willingly give way, because he had noticed that whenever Mr. Pooley has spoken and striven to convince members to vote with the Government, his speeches have always had the contrary effect, and this method of procedure would save him speaking and be better in many ways. But since he was on his feet he would like to refer to one or two things which had come up in the course of the debate. One thing in particular he had noticed, that although the country was supposed to be in a most prosperous state, and although the Minister of Finance had predicted a glorious future—a thing which he had been in the habit of predicting ever since he had been Minister of Finance—yet he could only get along by increasing the taxation, and by refusing absolutely to do anything to reduce the burdens of the people. If they looked through the Estimates, or listened to what had been said in the House, they would see that in every case the Minister of Finance had stated that he was utterly unable to do anything in the way of reducing the taxation, and yet he claimed that this Province is prosperous under the administration of the present Government; that the revenue has been increasing by leaps and bounds, and that there has been no reason whatever to predict disaster or to express dissatisfaction. What are the facts? There has been no real elasticity about the revenue, even if it has increased all round. He claimed that if one looks at the Public Accounts and the Estimates for the past ten years, two things are apparent: First, that the nominal increase in the revenue has been caused by the development of the mining industry and a consequent large increase in the amount derived from taxation on it; and secondly, that the Government has really increased taxation—that is the rate of taxation. There must also

be something really wrong in the administration of the government in this country, because if we go back ten years, what do we find? That the Government has had exceptional advantages in the rapid development of the country, and in the increase of population consequent upon the building of the C. P. R. That is what has brought this country to the front, not progress through the actual development of the country, but by the large amount of money brought to the Coast and spent here and elsewhere in the Province, through the building of the C. P. R. When the money ceased to come in, then the sales of land, which had increased very largely, fell off just as rapidly as they had been augmented, and every branch of business became depressed. Even with our enormous natural resources the Government had not been able to maintain a balance, nor had they been able to make the people prosperous. Why this year, last year and the year before, if the House is to believe the members of the Government, the people have not been able to pay their taxes. The Government professed to be anxious to help every class of people, and when suggestions were thrown out to them and the Opposition asked them to do something in a concrete form, instead of making abstract promises or professions, they said they were not able to do anything. Take the tax known as the mortgage tax which he had been asking the Government to repeal. What was he met with? Why that the tax was so trivial and so unimportant that it could not press hardly upon those who had to pay it. If it was so small and trivial, why could not the Government begin reducing the taxation a little by doing away with

the mortgage tax just by way of experiment. But the President of the Council, who is in charge of this tax, he said that no one is compelled to pay it, but whoever does contracts himself into paying it. It is a mere matter of contract. But as he had pointed out before, if a man has to borrow money, he has to borrow it upon the best terms he can, and has to meet the requirements of the lender. It is all very well for the Premier to say that there is no such thing as a mortgage tax. Naturally the Government knew that it could never carry any tax through the House under that name, and consequently the charge had been smuggled through as a tax on personal property including mortgages.

If inquiry is made the members of the House will find that the mortgage tax has been abolished in other provinces, and for the purpose—as stated in Harrison's Manual—of inducing the investment of capital. That is the reason the Ontario Legislature has taken off the mortgage tax. The Attorney-General shook his head. Well, in Ontario a man is allowed to deduct the amount of the mortgage from the value of his property, and that is all that the Opposition are asking for here. The Finance Minister had said that to take this tax off would prevent the investment of money by those having it to lend. He had said that it would keep money out of the country.

Hon. Mr. Eberts—"To lend."

Mr. Cotton—"Does it not follow that if the tax was taken off there would be a greater inducement for money to come here?"

Hon. Mr. Turner—"No."

Mr. Cotton—"Is it not a question of supply and demand? If there is an opening for money to be lent, will not the people come here?"

Hon. Mr. Turner—"You say that the lender does not pay the tax."

Mr. Cotton—"We will soon be told that this tax is not collected at all. Look at the man's check of it. If I sell a farm for \$10,000, and I have \$5,000 paid down, and \$7,000 still left to be paid when the sale is complete, but no mortgage is given, no mortgage tax is paid. If there is a registered mortgage executed, the Government comes in and collects a tax on the mortgage. This is a very unfair proposition, he continued, and it arises from the fact that the Government wants to collect two taxes on one piece of property. The worst feature of it is that the poorer a man is, the harder the tax bears upon him.

Then there is the introduction of the Torrens system, which is held by eminent authorities whom he had quoted in the House a few weeks ago would increase the value of the land in this Province by five years' purchase. The assessable value of lands in the Province outside of municipalities is something like \$22,000,000, and in the municipalities something like \$50,000,000. These are the Treasury figures, so we must take it that we have over \$70,000,000 worth of realty in the Province subject to taxation. If we could gain by the introduction of some simple system like this Torrens system some three or four million dollars, would it not be beneficial in this interest of the Province? He had been to the trouble of collecting information on this matter recently, and found that in those countries where the Torrens system has been introduced, practically little or no expense has been entailed upon the Government, because the parties who desire to have security of title have to pay the cost, and the money thus raised goes into a fund which is used in the case of a title proving defective to make good the loss entailed on the owner of the property. In no case, either in Australia, York County in Ontario, or Manitoba, has the Government been called upon to make good one dollar of deficiency caused by defect of title. He saw one very good reason why the Government does not wish to introduce the Torrens system. Under the present system, the Government receives a large revenue from those desirous to register their title to land. That is paid into the consolidated revenue of the Province. Under the Torrens system that would be paid into the

insurance fund. It is time, however, that the Government should seriously consider the introduction of this Torrens system.

Under our present system no real guarantee is given to the holder of the title. He would read an extract from a letter written to him on this subject by a gentleman who runs a very large real estate business, and who says: "In our business of lending on real estate we are continually coming across cases where the intending borrower has purchased a piece of property entirely on the strength of the records in the registry office; in other words, on the certificate of title. Our solicitors are called upon to examine the title and certify to the same. While they may find the applicant is the registered owner of said lands, they may find that he cannot show some important papers, deeds, etc., required to complete the chain of title from the crown. In some cases the missing document can be accounted for by the fact that previous owners may have held large blocks of land, which were subsequently subdivided, and the particular property above mentioned being one of the many subdivisions, he would not be entitled to the original documents. Nevertheless, inasmuch as the Government does not guarantee the certificate of title issued by the registry office there is no certainty that the title to the lands cannot be upset (notwithstanding the entries in the registry office) unless the chain of title is produced and found to be satisfactory by a firm of solicitors. As years go on, and from the fact that so many people, believing in the certificate of title as being conclusive evidence of title, are daily discarding the precaution of securing notarial copies of deeds in the chain of title down to them, and which deeds they may not be entitled to keep, the confusion and trouble that will eventually arise will prove very serious indeed." At all events, if the Government has not the courage to introduce the Torrens system for the whole Province, let it be introduced in one district, and made permissive if the Government does not like to make it compulsory. He thought that he was speaking for the people of Vancouver when he said that that district would have no objection to trying the experiment. If it worked well there, then there would be no excuse for not introducing it in other places. He was convinced that its introduction would benefit—not merely the farmers—but a very large class of people, property holders throughout the Province. Under that system, a man's title is not in his deeds, but in his certificate of title, and he could borrow money on it temporarily, and without delay, and practically at no cost as compared with the present method. No one could deny that the introduction of that system would facilitate the transfer of land, and everyone would admit that the more easily property could be transferred, the more valuable it became. For that we have the authority of the late Lord Coleridge as he had pointed out on a previous occasion in that House.

There was another serious matter to which he wished to call the attention of the Government—the heavy loss entailed on the Province by continuing the conversion of the public debt, and by buying up old debentures and issuing inscribed stock. The Province has lost on the conversion of the 1877 loan \$81,160; and on the 1887 loan \$28,542, a total loss of \$109,702. Had the conversion been delayed until June, 1896, this amount would have been saved to the Province. Then again the expenses in connection with the consolidation amounted to \$15,496. Another important item is the difference in the price which we received for the inscribed stock and the price the trustees of the sinking fund have had to pay for it, some \$39,459, so that we have practically lost without any benefit to the Province, \$114,606, besides exchange, etc. to the amount of \$5,684, making a grand total of \$120,890, which would have been saved to the Province had its affairs been managed differently. He felt that he was in a position to criticize this matter, because when the Loan Bill of 1891 was submitted to the House the hon. member for Dewdney (Mr. Sword) and himself had been the only two members to vote against the proposition. He had agreed with the Minister of Finance and the then Premier—the late Mr. Rol-

son—as to the desirability of borrowing money by way of inscribed stock instead of debentures, but he had objected to the proposition that besides the money which it was desired to borrow for the use of the Province, we should also borrow enough to redeem our old debt, and bring them all into one stock. He had not thought it possible to call in these old loans, and pay them off at a price which would pay the Province. It was held that it would be greatly to our advantage to have them all brought into stock of one denomination, but we know that such has not been possible. Six years have passed since that measure was brought down, and in every case—in some more than half—large amounts of every loan are as yet outstanding, and British Columbia still has in the London money market all her old loans, and the new ones as well. The Government cannot deny that the conversion has been a failure.

Hon. Mr. Turner—"A thorough success."

Mr. Cotton—"In what way?"

Hon. Mr. Turner—"Given us credit."

Mr. Cotton—"It is analogous with the case where a man pays his tailor's bill with a note and considers that he has discharged the debt." The hon. gentleman could not deny that all the old loans are in existence, some of them to more than half the extent of the original issue. In any case we have lost upwards of \$100,000 over the transaction, and we are losing still more as the price we have to pay for purchases for the sinking fund increases. The value of money is decreasing, and we could probably have secured this money later on on more advantageous terms. Our old loans are getting towards maturity and would only have to be paid off at par.

If British Columbia could borrow money at 3 per cent in 1891 at 85 and 86 we ought to be able to borrow much more satisfactorily within a few years. The money lenders are getting the advantage by furnishing the money at the present time, and the Government should make up its mind not to convert any more of the debt.

There was another matter, our expenditure had gone on increasing year after year, practically without diminution. The only reduction has been in one or two years when money was very tight and the Government somewhat reduced its expenditure in the matter of roads and bridges; only, however, to rush into larger expenditure next year. Notwithstanding all this expenditure, what do we find? That the farmers who took up land five or six years ago are still left without roads or any means of communication to enable them to get their produce to market. This is not by any means a satisfactory state of things. While we have piled up a debt of millions, we are not able to give those who have settled here an opportunity to bring their goods to the consumer in order that they may make a living. He held that that is a state of things which calls for immediate relief. There has been a good deal of discussion as to whether the Government should become money lenders; a far more practical way would be to open up the roads, and bring producers and consumers in closer touch. There would then be no need for the Province to buy its farm produce from Oregon, Washington and California. This Province differs from all the other provinces; here the demand is greater than the supply, and we have had to import produce. Yet in many cases we are told the farmers cannot get satisfactory prices, and in other cases, they cannot even get their goods on the market. There must be something wrong about that. He also objected to the system by which foreigners have been brought in and established at Bella Coola and other places on the West Coast of Vancouver Island. They have been a large expense to the Province, now in the experimental stage. He had been told that they could not exist without assistance in the shape of large Government grants, of course in the shape of money, for roads. Without this assistance they could not exist in the colony of Bella Coola.

Hon. Mr. Baker—"You were just now advocating the building of roads."

Mr. Cotton—"I am sorry that I should have been so stupid as not to make myself understood by the hon. gentleman." It is one thing to advocate expenditure for roads to enable the farmers who have long been settled in the country to bring their produce to market, and quite another thing to bring

in strangers, settle them in places, and then make a large town to enable them to make money. There are a large number of people for whom it would be better to first make provision we could look after the straggling and kindred places. Gentlemen should remember provideth not for his own worse than a heathen."

Hon. Mr. Baker—"Where is it?"

Mr. Cotton—"I cannot at the moment tell exactly where the hon. will find it, but with his Bible he can surely find it for (Laughter.) He contended, that it is good Christian doctrine also sound political economy first for the people who are Province now.

Major Muter—"Hear, hear."

Mr. Cotton continued that earnest should give the people have struggled along, hoping things, the needed roads and and so give them a chance to goods on the market. Then, were satisfied, let the hon. go out into the highways and help the stranger and within our gates. Let then the road building policy until can supply themselves and no go outside for their supplies is quite a pleasure to hear the official Secretary dilating on ones, but first let us help people.

With regard to education it is our duty to see that in outlying districts get a education their children, and it able to spend the money in rather than to spend on high school education. He said that the lower school system a satisfactory state, and the erable money will have to be improve it. In some of the understood, the state of the schools is most unsatisfactory case the other day a gentleman moved his children to Spokane to take advantage of the educational advantages to be there.

Hon. Mr. Turner—"No, no."

Mr. Cotton—"I can give the gentleman his name. It is a known to all the members of earnest, and he is a man of veracity."

Hon. Mr. Turner—"Voracity, acuity?"

Mr. Cotton—"I do not know not think he is so voracious a erment is in gathering in t (Laughter.) What this G mode is a little more busin make up. He was in favor of side policy, but still the G should carry on the country in the same way that its business men would carry on. Securing loans of money does constitute a businesslike way out a policy. The new Railwa be called with justice a giant of outdoor relief, but that is is wanted. This Government have a fixed policy, and when thing it ought to have good clear reason for doing it. fixed system of going about i There is another thing, party"—the hon. member. Nasmith said the other day, Opposition are not united,

when they have a chance to Government they do not to Opposition are not in the H track the Government, but the interests of the co. If they see a chance to Advrment or help the Govern their duty in the best future country to do so. That was for having assisted the G with the Water Bill to this ability. The trouble with t ment has been that when the a good thing they have not l to use it. Witness their g water rights just recentl. Helms instead of waiting a all water rights brought unde They had no right to give l a record for this water unt had been brought down and p the House. They had no r ever to forestall the operat bill.

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"You were just now
telling of roads."
I am sorry that I should
be as not to make
by the hon. gentle-
man to advocate ex-
to enable the farm-
ers to be settled in the
their produce to mar-
ket, and to bring

in strangers, settle them in inaccessible
places, and then make a large expendi-
ture to enable them to make a living.
There are a large number of our own
people for whom it would have been
better to first make provision, and then
we could look after the strangers from
Minnesota and kindred places. The hon.
gentleman should remember "He who
provideth not for his own family is
worse than a heathen."

Hon. Mr. Baker—"Where is that from?"
Mr. Cotton—"I cannot at this moment
tell exactly where the hon. gentleman
will find it, but with his Biblical know-
ledge he can surely find it for himself."
(Laughter.) He contended, however,
that it is good Christian doctrine, and
also sound political economy, to care
first for the people who are in the
Province now.

Major Mutt—"Hear, hear."

Mr. Cotton continued that the Govern-
ment should give the people who
have struggled along, hoping for better
things, the needed roads and bridges,
and so give them a chance to put their
goods on the market. Then, when they
were satisfied, let the hon. gentlemen
go out into the highways and hedges,
and help the stranger and bring him
within our gates. Let them continue
the road building policy until our people
can supply themselves and not have to
go outside for their supplies. True, it
is quite a pleasure to hear the Provin-
cial Secretary dilating on these col-
onies, but first let us help our own
people.

With regard to educational matters
it is our duty to see that the people
in outlying districts get a chance to
educate their children, and it is prefer-
able to spend the money in this direc-
tion rather than to spend so much on
high school education. He understood
that the lower school system is not in
a satisfactory state, and that consid-
erable money will have to be spent to
improve it. In some of the cities, he
understood, the state of the primary
schools is most unsatisfactory. In one
case the other day a gentleman had re-
moved his children to Spokane in order
to take advantage of the greater edu-
cational advantages to be got there.

Hon. Mr. Turner—"No, no."

Mr. Cotton—"I can give the hon. gen-
tleman his name. It is a name well
known to all the members of the Govern-
ment, and he is a man of undoubted
veracity."

Hon. Mr. Turner—"Voracity" or "ver-
acity?"

Mr. Cotton—"I do not know, but I do
not think he is so voracious as the Govern-
ment is in gathering in the taxes."
(Laughter.) What this Government
needs is a little more business in its
make up. He was in favor of a progres-
sive policy, but still the Government
should carry on the country's business
in the same way that its members as
business men would carry on their own.
Securing loans of money does not con-
stitute a businesslike way of carrying
out a policy. The new Railway Bill may
be called with justice a gigantic scheme
of outdoor relief, but that is not what
is wanted. This Government should
have a fixed policy, and when it does a
thing it ought to have good and suffi-
cient reason for doing it. It needs a
fixed system of going about its business.
There is another thing. The "third
party"—the hon. member for South
Nanaimo—said the other day that the
Opposition are not united, and that

when they have a chance to attack the
Government they do not take it. The
Opposition are not in the House to at-
tack the Government, but to protect
the interests of the country, and
if they see a chance to advise the Govern-
ment or help the Government, it is
their duty in the best interests of the
country to do so. That was his reason
for having assisted the Government
with the Water Bill to the best of his
ability. The trouble with the Govern-
ment has been that when they have had
a good thing they have not known how
to use it. Witness their granting of
water rights just recently to Mr.
Heintz instead of waiting and having
all water rights brought under this bill.
They had no right to give Mr. Heintz
a record for this water until the bill
had been brought down and put through
the House. They had no right what-
ever to forestall the operation of the
bill.

He was sorry to refer to the matter
of the connection of the Lieutenant-
Governor with the Heintz company, but
it is a matter for regret that he did
not imitate the example of Sir Hercules
Robinson—now Lord Rosmead—who upon
his appointment to a similar office at
the Cape of Good Hope, had resigned all
connection with enterprises of a com-
mercial character. While the members
of the Government may not be directly
responsible, still they should have taken
steps to protect against such a thing
which might prove to be most detri-
mental to the best interests of the
Province. (Applause.)

HON. MR. POOLEY said that after the
facetious remarks of the hon. member
for Vancouver (Mr. Cotton) he would
address the House. With reference to
the attacks made upon the Government
they had been made largely from per-
sonal motives—not of the members, but
they were urged to bring up these
things against the Government by out-
side people. These were not attacks
upon the Government itself. The hon. mem-
ber for East Yale (Mr. Graham) had
the other day brought up the Ruckles
case. That was a case in which the
Chief Commissioner of Lands and Works
had been called upon to make a decision.
That decision was bound to be unsatis-
sfactory to one party or the other, and
the disappointed party had had the matter
brought up in the House. Referring
to the Torrens system, he said he
Government would be put to great ex-
pense to introduce it. The guaranteed
land under this system comes out of
the pockets of the landlords, and really
amounts to a very heavy tax. Further-
more he contended that land cannot be
dealt with so easily, as the members for
Vancouver seems to think. That hon.
member had also advocated the exten-
sion of roads. Personally he had found
the road system very good. In most
cases these roads are now out of the
hands of the Government and in those
of the municipalities. In answer to the
question does the Government carry on
the country's business as its members
would carry on their own private busi-
ness, he would answer yes, that they
carry it on like prudent men, and the
statements of members opposite who are
not responsible for the way the busi-
ness of the country is carried on, would
not make them change their ways. He
could state without fear of contradic-
tion that no member of the Govern-
ment knew of the Lieutenant-Governor's
connection with Mr. Heintz's company
as a matter of fact, the House, not the
Government, made this land grant. The
Governor's connection therewith was
then unknown not only to the Govern-
ment, but apparently to the Opposition.

The Government was in no way respon-
sible for the action of the Lieutenant-
Governor in his private capacity in this
matter. He dealt at length with the
Heintz bond case on the same lines as
the Attorney-General had done earlier
in the debate. With regard to the
transmission and care of explosives, it
is the duty of municipalities, not of
the Government, to look after that.

Mr. Kennedy—"What is under Govern-
ment consideration, then?"

HON. MR. POOLEY—"That is a general
law for the Province." With regard
to grand jurors, he held that most peo-
ple consider it an honor to be on the
grand jury, and he was much surprised
to hear the suggestion in the House
that the grand jurors should be paid.
He had been in the House 16 years, and
every year he had heard that the
Government was to be swept out, yet
it has survived, and he thought it
would still survive. When he again asked
for the confidence of his constituents,
he had no doubt but that he would re-
ceive it. (Applause.)

MR. SEMLIN said that he had listened
with a great deal of pleasure—he hoped
the members of the Government had
listened with a great deal of profit—to
the advice proffered from his side of
the House. There was but little left
for him to say, but if the Government do
not refute the charges brought against
them, they must be discredited in the
country. So long as there is a wrong
to be righted, or a grievance to be re-
dressed in the Province, so long must
the Opposition call attention to it and
urge it upon the attention of the Gov-
ernment. Many wrongs have been point-
ed out in the various departments of the
Government, and very serious charges
have been made in some instances. He
would first refer to what had fallen
from the Leader of the Government with
reference to the farmers as a community.

Apparently the hon. gentleman is under
the impression that he is a farmers'
friend, that his Government has done all
in its power for the farmers, and that
there is no other way for the Govern-
ment to come to their relief. The Op-
position have asked for the repeal of the
tax known as the mortgage tax, which
the Leader of the Government seems
to think a very small matter, saying
that it would only average \$3 or \$4
a head. He feared that this was very
much astray. But if the Government
could borrow money as cheaply as was
said, then it ought to borrow and let
the farmers have some at 3 per cent.
This in itself would be of very great as-
sistance to the farmers. The farmer
is a fixture in the country, and there
is always the land for security. While
the milk or the teamster, with whom
the farmer has been compared, may have
personal property, there is nothing to
prevent him realising on it, and leav-
ing the country. The Leader of the
Government could not remove the mort-
gage tax, but he could introduce Farm-
ers' Institutes. Then there is the sen-
ior member for Victoria—he believed he
claimed himself to be a farmer,

Mr. Ritchie—"I do."

Mr. Semlin—Well, that hon. member
thought it is not in the interest of
the farmers to have cheap money, but he
advised them to buy stump extractors,
(Laughter.) He thought he could see
a broad smile illumining the counten-
ances of the agriculturists of the Pro-
vince when they came to be instructed
in their special business by the hon. the
Premier and the senior member for Vic-
toria—two merchants of the City of Vic-
toria. He thought the farmers as a
class would still prefer their own meth-
ods so far as agriculture is concerned.
He wished to congratulate the members
of the Opposition for the energy they
had shown in getting information to ex-
pose the misdoings of the Government.
He was afraid they could not, however,
congratulate themselves on having dis-
covered all the misdoings of the Govern-
ment. One obstacle to success in this
direction has been that all this infor-
mation has had to be gathered from print-
ed returns which have had to be pro-
cured from the Government. Neverthe-
less the Opposition have displayed great
diligence, intelligence and willingness.
The Government had said that there was
nothing new in the address of the mem-
ber for Richmond (Mr. Kidd). Whose
fault was that? Unfortunately they
had just the same state of affairs to
criticise to-day which has existed for
some years back. The hon. member for
Victoria had said that the Opposition
are still preaching their old blue-ribbon
sermon. Well, the state of affairs in
the country precludes their doing any-
thing else. For years past the Premier
has spoken of things as not being quite
what could be wished, but he has seen
the silver lining to the cloud, sometimes
not so well defined as at others, but the
silver lining was always there for him.
Probably it is a little better defined
just now, but the cloud has not yet passed
away. Mining interests are undoubt-
edly looking up, but in other businesses
or trades things are still in the same
condition they have been for the last ten
years. Some years ago when the Pre-
mier brought down the estimates he said
that the era of deficits would have passed
away by 1896. The year 1896 has
passed away but the happy prophecy has
not been fulfilled. What are the people
crying out for? Not for marble palaces
for the civil servants, nor for railroads.
But for roads and bridges. Certain
works have been cried out for year after
year and they are not yet constructed.
There is the road from Lytton to Lil-
looet. The people in that district have
been asking for it since 1882, but it has
not yet been constructed. In 1894 a
great calamity befell the Fraser River
Valley. No district suffered so much as
the one he had the honor to represent,
but they have not yet been relieved in
any way. He had received piteous let-
ters which he had passed over to the
Chief Commissioner of Lands and Works,
but so far the outcry has been unheeded.
People had to stand by and see

their cattle perish on the one side of
the river because they could not get
forage across in canoes fast enough to
preserve their lives, and yet the bridge
which had been swept away has not yet
been rebuilt. The cry of the country is
still for roads and bridges, and it is
time attention was being paid to it.
The Government has certainly progres-
sed in one direction; it has increased the

...a little. The great fault of the Government is that while the taxes have been increased, the appropriation for public works has not been. The country wants public works but does not want the money frittered away. He would give the hon. gentlemen the full benefit of their plea that they have been doing the best they know how in the interests of the country. What does that prove? That they are not able to carry on the business of the country as it ought to be carried on. He maintained that the business of the country ought to be carried on on the same principle that a good business man carries on his own private business, which is not now the case. After dealing with the Ministers' travelling expenses and the sale of land claimed by the Ruckie brothers, he took up the matter of increases in civil servants' salaries. He took exception to the statement or inference that all the "well tried and able" civil servants are to be found with one exception, in Victoria.

Hon. Mr. Turner—"That is not so." Mr. Semlin said that he might have made an error in the number, but most of those marked out for an increase of salary were residents of Victoria. Then coming to the advertising of the land sales in the Vancouver "World," he had been informed that for work which was worth about \$700 that paper had been paid \$2,700 and no tenders had been called for. That was a waste of public money.

Hon. Mr. Turner—"You are easy of belief."

Mr. Semlin—"No, I am very hard to convince of a thing." Then there was another matter. He was not in favor of the bonusing of doctors, but where it is done, let it be done fairly. In the town of Ashcroft there was a physician who took no part in politics. He got \$800 bonus, while in Clinton there was a doctor, an active Government supporter, who got a bonus of \$1,000 despite the fact that his private practice was twice or four times that of the Ashcroft practitioner. Coming to Mr. Heine, he had nothing to say against him, because he knew but little about him. He would like to know why the Government refused applications for coal lands along the Columbia & Western, and then allowed this man to have a grant of those lands. As to the Water Bill, why did not the Government see that all water records were brought under this bill, or why did they not wait before granting any until the bill on why did they not wait before grant-became law. Why not have them all under the same law?

Hon. Mr. Elbert—"They all are." Mr. Semlin—"I hope they are, but lately Mr. Heine has had a large record made in his favor."

Hon. Mr. Baker—"How much water?"

Mr. Semlin—"1,200 inches; and I am informed on good authority that water in the Kootenay district is worth about \$1,000 an inch for generating water power. If that is true, look at the bonuses you have given Heine." In his opinion the Government had been convicted of favoritism, extravagance and mismanagement. He would therefore move in amendment that all the words after "That" be struck out, and that there be inserted in lieu thereof:

"Whereas the Legislature sanctioned an increase of taxation to enable the Government to establish a balance between revenue and expenditure and also to expend a large amount on public works, and whereas there is no satisfactory diminution of annual deficits and no satisfactory increase in the appropriation for public works, this House emphatically condemns the manner in which the Government has administered the business of the country and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the Legislature for the sale of land."

In conclusion he hoped the House would take into its best consideration this motion of want of confidence in the Government. (Applause.)

Mr. Hume had pleasure in seconding the amendment. He criticised the action of the Government in not extending and improving the road system, and then moved the adjournment of the debate, which was agreed to.

The House adjourned at 5.40 p. m.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Wednesday, 7th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Bilton Haslam.

The House proceeded to the Orders of the Day.

Pursuant to Order, the adjourned debate on the question "That I do now leave the Chair," for the purpose of going into Committee of Supply, and Mr. Semlin's amendment thereto:—

To strike out all the words after "That" and insert:—

"Whereas the Legislature sanctioned an increase in taxation to enable the Government to establish a balance between revenue and expenditure, and also to expend a larger amount upon public works;

"And whereas there is no satisfactory diminution of the annual deficit, and no satisfactory increase in the appropriations for public works;

"This House emphatically condemns the manner in which the Government have administered the business of the country, and also the manner in which the Chief Commissioner of Lands and Works has ignored the instructions of the Legislature in the sale of lands"—

was resumed.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

Debate resumed.

Question proposed, "Shall the words proposed to be left out stand part of the question?" and resolved in the affirmative on the following division:—

YEAS:

Messieurs

Smith,
Mutter,
Helmcken,
Baker,
Turner,

Martin,
Rithet,
Adams,
Booth,

Stoddart,
Pooley,
Eberts,
Bryden,

Rogers,
Huff,
Braden,
McGregor—17.

NAYS:

Messieurs

Kennedy,
Hume,
Forster,

Macpherson,
Kidd,
Williams,

Semlin,
Cotton,

Graham,
Wakem—10.

Resolved, That Mr. Speaker do now leave the Chair.

The House then went into Committee of Supply, with Mr. Booth in the Chair.

(IN THE COMMITTEE.)

1. Resolved, That a sum not exceeding \$190,360.85 be granted to Her Majesty to defray the expenses of Public Debt, Interest, to 30th June, 1898.

2. Resolved, That a sum not exceeding \$85,223.75 be granted to Her Majesty to defray the expenses of Public Debt, Sinking Fund, to 30th June, 1898.

3. Resolved, That a sum not exceeding \$2,200 be granted to Her Majesty to defray the expenses of Public Debt, Premium and Exchange, to 30th June, 1898.

2

7TH APRIL.

1897

4. Resolved, That a sum not exceeding \$3,100 be granted to Her Majesty to defray the expenses of Public Debt, Discount and Commission, to 30th June, 1898.

5. Resolved, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Debt, Expenses incident to Consolidation of the Public Debt, to 30th June, 1898.

The Chairman reported the Resolutions passed, and asked leave to sit again.

Report to be received to-morrow.

Committee to sit again to-morrow.

On the motion of Mr. Helmcken, Bill (No. 56) intituled "An Act to amend the 'Provincial Voters Act' and the 'Election Regulation Act' (and any Acts amending said Acts), by extending to Women the franchise of voting," was introduced and read a first time.

Ordered to be read a second time to-morrow.

On the motion of Mr. Helmcken, Bill (No. 57) intituled "An Act to amend the 'Trustees and Executors Act,'" was introduced and read a first time.

Ordered to be read a second time to-morrow.

On the motion of Mr. Wakem, Bill (No. 58) intituled "An Act to amend the 'Small Debts Act, 1895,'" was introduced and read a first time.

Ordered to be read a second time to-morrow.

Mr. Booth presented the First Report from the Municipal Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 7th, 1897.

MR. SPEAKER:

Your Committee on matters follows:—

That in the opinion of your Committee, it should be of great advantage, and should be suspended for this purpose. And your Committee beg to

The Report was received. The Standing Rules and Orders. Messrs. Rithet and Kennedy submit.

Resolved, That the House, do

And then the House adjourn

NOTICE

By Mr. Helmcken—On Motion. Whereas the establishment of a would be of great advantage, and should be suspended for this purpose. Be it therefore Resolved, That the Lieutenant-Governor, requesting of Canada, urging upon that Government Resolution into its early and favorable consideration.

Printed by RICHARD

Colonist
FORTIETH DAY.

WEDNESDAY, April 7th.

The Speaker took the chair at 6 o'clock.

Prayers were read by the Rev. Haslam.

Premier Turner stated that this was private members' business, and would move that the discussion budget should continue, in view of want of confidence.

Mr. Helmcken said a vote of confidence would not bother him might stand over.

Hon. Premier Turner said they not let the motion stand over.

It was agreed to continue the budget, and Mr. Hume, who moved adjournment on Monday, having stated that he had no more to say.

Mr. Stoddart said he did not as the Chief Commissioner of Lands and Works had been singled out for attack by the opposition unless it was he was more affable and genial some of the other ministers, and they thought he might slip down for one of them to take his place.

Referring to Mr. Hume's claim distribution he was pleased to hear Kootenay had progressed so well, did not think it was suffering for representation on the floor of the house. The district had been very fairly and impartially treated by the government, and it being partly to that fact Kootenay had advanced so rapidly.

Not many years ago Kootenay represented on the floor of the house, although it only had 13 votes, and a standing joke that the members only to kill a steer just before election to secure his return. (Laughter.)

The leader of the opposition and Wakem had had much to say about revision of the statutes. In the case last named no doubt the hon. member was disappointed at another not receiving the appointment, was thicker than water. (Laughter.)

Hon. Col. Baker said he had his with great interest to the boom of great guns of the opposition. They fulminated their charges against the government, but he thought the position the government was still intact.

small breaches the opposition had in the defence had been readily repaired and the government still held the fort. As, however, the hon. gentleman said had thought it proper to move, was no doubt a vote of want of confidence, it might perhaps be well to recall the different charges that had been made against the government by every member of the opposition who had yet spoken.

With that object in view he would commence with the hon. member for Dene (Mr. Sword), who he was sorry was not in his place.

had been put forward to lead the opposition attack against the government.

MR. SPEAKER:

Your Committee on matters appertaining to municipal affairs beg leave to report as follows:—

That in the opinion of your Committee it is advisable that the Committee should be increased to seven members, instead of being five members as at present, and that the Rules should be suspended for this purpose.

And your Committee beg to recommend the same accordingly.

J. P. BOOTH,
Chairman.

The Report was received.

The Standing Rules and Orders were suspended and the Report adopted.

Messrs. Rithet and Kennedy were appointed the additional members of the said Committee.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 10:15 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

By Mr. Helmcken—On Monday next—

Whereas the establishment of a Government Mint in the Province of British Columbia would be of great advantage, commercially and otherwise:

Be it therefore Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor, requesting him to communicate with the Government of the Dominion of Canada, urging upon that Government the desirability of taking the subject-matter of this Resolution into its early and favourable consideration.

VICTORIA, B. C.:

Printed by RICHARD WOLFENDEK, Printer to the Queen's Most Excellent Majesty.
1897.

WEDNESDAY, April 7, 1897.

The Speaker took the chair at 2 o'clock.

Prayers were read by the Rev. Bilton Haslam.

Premier Turner stated that although this was private members' day, he would move that the discussion on the budget should continue, in view of the vote of want of confidence.

Mr. Helmcken said a vote of want of confidence would not bother him, and it might stand over.

Hon. Premier Turner said they could not let the motion stand over. He did not think it would delay private bills. It was agreed to continue the budget debate, and Mr. Hume, who moved the adjournment on Monday, having intimated that he had no more to say;

Mr. Stoddart said he did not see why the Chief Commissioner of Lands and Works had been singled out for an attack by the opposition unless it was that he was more affable and genial than some of the other ministers, and perhaps they thought he might slip down and out for one of them to take his place. Referring to Mr. Hume's claim for redistribution he was pleased to hear that Kootenay had progressed so well, but he did not think it was suffering for want of representation on the floor of the house. The district had been treated very fairly and impartially by the government, and it was owing partly to that fact that Kootenay had advanced as rapidly as it had. Not many years ago Kootenay was represented on the floor of the house, although it only had 13 votes, and it was a standing joke that the member had only to kill a steer just before election day to secure his return. (Laughter.)

The leader of the opposition and Dr. Walkem had had much to say about the revision of the statutes. In the case of the last named no doubt the hon. member was disappointed at another judge not receiving the appointment. Blood was thicker than water. (Laughter.)

Hon. Col. Baker said he had listened with great interest to the boom of the great guns of the opposition. They had formulated their charges against the government, but he thought the position of the government was still intact, the small breaches the opposition had made in the defence had been readily repaired and the government still held the fort. As, however, the hon. gentleman opposite had thought it proper to move what was no doubt a vote of want of confidence, it might perhaps be well to review the different charges that had been made against the government by every member of the opposition who had yet spoken. With that object in view he would commence with the hon. member for Dewdney (Mr. Sword), who he was sorry to see was not in his place. He had been put forward to lead the opposition attack against the government.

When he found that the only weapon of offence to attack the government with was the antiquated piece of ordinance known as the conversion of the old loans, then he knew that the financial position of the government was impregnable. He noticed that the junior member for Vancouver (Mr. Cotton) had joined forces with the hon. member for Dewdney in attacking the government for converting the loans. He thought he could show that the conversion of the loan was a statesmanlike measure. The junior member for Vancouver said the conversion had cost the country \$120,000. He would not question the accuracy of the statement, indeed, he was ready to accept it, and yet show that notwithstanding that cost it had been a statesmanlike measure. Although it had cost \$120,000, they must look at the per contra side of the account. The loan was converted because it was necessary in order to place British Columbia's stock upon what was called inscribed stock so that it might be quoted on the London stock exchange and in the great money markets of the world. Being so quoted, it greatly improved the credit of the province, but quotation could never have been given without the conversion. If they lost on one side \$120,000, they gained immeasurably on the other by improved credit. In proof of that, he mentioned that the first loan issued after the conversion was at 86, while the second loan averaged 91. Here they would see that at once the province's credit jumped up and the stock was to-day quoted at 100½ net. That was how they benefitted by the loan conversion.

The hon. member for Dewdney went on to thoroughly agree with the government in their policy of spending liberally upon public works, and he also said that he did not object to loans provided always that the money was expended on the objects for which the loan was borrowed. The government had just introduced a public works bill from which it would be seen that the money must be expended on the purposes for which it was to be borrowed. The hon. member for Richmond (Mr. Kidd) followed the hon. member for Dewdney, and said exactly what he said last year that he had been hunting through the public accounts for a mysterious sum of money and could not find it; it was like the lost tribes. (Laughter.) If he would go to the auditor general he would find the lost tribe in about ten minutes. The hon. gentleman then went on to attack the department of immigration. He told them that he thought Norwegians were most excellent settlers and most desirable citizens and then blamed the government because, he said, they granted privileges to Norwegians that they had denied to other settlers, that showed he had not studied the question because they did nothing of the sort. The hon. members for Dewdney and Richmond were only put forward as skirmishers to cover the main attack.

It was reserved for the senior member for Vancouver, Mr. Williams, to fire the great guns which certainly made a considerable amount of noise but it turned out that it was all powder and no shot. (Laughter.) The charge of that hon. gentleman might be divided into two parts; first, he blamed the government because the Lieutenant-Governor had joined the Columbia and Western Railway Company, as a director. The second part of the charge was that they had not as a government been sufficiently careful in guarding the interests of the province in the matter of security for the carrying out of the line of the Columbia and Western Railway Company. The minister then went on to show that the government had pursued the proper course in the matter, remarking that the Lieut.-Governor had nothing to do with the deliberations of the executive council. Orders-in-council were simply

sent up to him for his signature, and he had the power of veto given to him in order to protect the interests of the people. That power was hardly ever executed. It really seemed most ridiculous that the hon. gentleman should have brought such a charge against the government—in fact, to use his own words, it was distinctly funny. When the hon. member for Vancouver sat down the hon. member for South Nanaimo (Dr. Walkem) got up. The hon. member for Victoria had very properly reminded them that they should not waste the time of the house by discussing petty and insignificant subjects, and therefore he would pass over the hon. member for South Nanaimo. (Laughter.) He did not think any member of the house or anyone outside the house, really attached much importance to what the hon. gentleman says. He occupied a position in the house, he would not say is the outcast of both parties, but they might designate him a singular party. In the next parliament he thought he would properly occupy the position of the missing link. The second member for Vancouver city (Mr. Macpherson) had objected to a payment to Prof. Odium and had asked for information. Two hundred dollars was voted to him for the purpose of lantern-slides to aid in his illustrated lectures in England. Prof. Odium had received \$200 for two years from the government to help towards his travelling expenses, and he did not think hon. members would consider that extravagance. Both the second and third members for Vancouver had spoken of the mortgage tax and Mr. Cotton had attributed the distress among the farmers to the incidence of the tax. He was quite sure it had nothing to do with it. The senior member for Vancouver in discussing the subject the other day said: "A farmer comes to this province with a capital of \$5,000, buys a piece of land worth \$10,000, and borrows \$5,000 to get into possession of that land." There was the whole secret of the whole question. If a man was to succeed in farming he must have at least \$50 an acre ready for a rainy day.

Mr. Williams—Where is he going to get it?

Hon. Col. Baker, continuing, said that was the secret of the distress among farmers at the present day. If the mortgage tax was taken off the mortgages would only add on the interest, and instead of the half per cent. going into the treasury it would go into the pockets of money lenders. If the mortgage tax was abolished it would not in any way benefit the farmer. He came next to the Torrens system. Had any hon. gentleman shown one single instance of injustice of hardship under the present system of land titles? It was claimed that the Torrens system was a better although a more costly one, and it should be introduced. What would happen to the farmers in that case? Would the purchasers would force them to get titles registered under the system and the farmers would be put to large expense and perhaps then not sell their land. Mr. Macpherson had also had something to say about the railway between Rossland and Trail. He condemned the government for placing a smelter at Northport, which would have taken all the ore out of this province. He met these men and asked why not put it at Trail? He told them that the government would help them as far as they could, and when he returned to Victoria he met the council and the result was that the smelter was put up at Trail and not at Northport. (Cheers.)

They had heard a good deal about the British Columbia Southern, and most extraordinary misrepresentations had been made upon the subject. He was proud to have his name associated with the railway and charter. Although he had a very small interest in the railway, because it was controlled, and had been for many years, by Eastern and London capitalists, still he did inaugurate this railway ten years ago and he was very proud of having done so, because it would be of immense service to the province when the railway was completed, and it would be completed in a very short time. He could say to the house that so far he had not received a cent from the railway, and he could prove to them that the hon. member for South Nanaimo did not believe that he had received a single cent from the line, although he said his (Col. Baker's) pockets were filled, because he had not yet been to him to borrow any money. (Laughter.) The worst misrepresentations were in the Toronto World and they were made by men who, because they could not get any of the spoils, vilified this government and legislature. They had only to read between the lines of the Toronto World article to see the bitterness and spite of disappointed greed. He need say nothing more about the railway except that it would be found not to be a monopoly. The term of the charter, as passed by the legislature, would be carried out, and there would be no monopoly of the coal lands. The coal would be sold at a very cheap price to the people, and the royalty to the province would put a large sum in the treasury. If he derived any benefit from the line he would deserve it, and he would be very glad to receive it. Passing to the complaint of the hon. member for New Westminster (Mr. Kennedy) as to the parliament buildings, the hon. gentleman was, he said, far out in saying that the buildings would cost \$1,250,000 instead of \$600,000. As a matter of fact about \$850,000 would cover everything, and experts had said that the buildings were the cheapest, most substantial and most ornamental on the continent of America. After defending the action of the government regarding the appointment of an architect to report on the needed addition to the New Westminster asylum for the insane, and also replying to charges of negligence against the education department in connection with Ducks school and primary schools in cities, he dealt with the complaints as to water records granted to A. Heinze. The facts there were as follows: As soon as the water bill came into the house he thought it due to the interest of the province to tell the gold commissioners to stop granting further water rights and to refer application to the Lieut. Governor-in-Council. He took that course because he thought there might be a rush for water privileges before the bill was passed. Then came the request from Heinze, for 1,200 inches of water on Beaver creek, for which he had applied twelve months ago. He saw Heinze's agent in Victoria and suggested to him that he should wait until the Water bill was passed, but the agent said he had all his machinery in, and to wait for the bill would mean a delay of two or three

Continued on page Six.

months. He replied that he would give him the 1,200 inches on condition that he came under the water bill when passed. What harm could there be in that action? Mr. Heinze would come under the act like anyone else. The leader of the opposition had told the same tale of blue ruin he had heard during the ten years he had been in the house. In the case of Ruckie Brothers, there had been the latest possible trial while as to his claim that the increase in salaries had been made to civil servants in Victoria, the leader of the opposition must have been informed. The salaries had been increased of officers in New Westminster, Kootenay, Yale, Cariboo, and elsewhere. He had also said that the government did not spend sufficient money on roads. That astonished him, as before they had always said the government spent too much. ("No, no.") Yes they did, and now they turned round. He was sure they would find no province in Canada as state in the Union that proportionately spent so much on public works. He would like to say a few words about the financial position of the province. Last year he stated that it was very unfair to attempt to gauge the financial position of any country by

taking one or two years of expenditure. It was necessary to take at least a decade. He pointed out that between 1880 and 1892 which was a period of prosperity the revenue steadily increased until it almost balanced the expenditures. Then came the great financial depression and the government by its liberal public works tided the people over this financial depression. He showed also that last year the revenue again began to expand. It was then \$689,765 and the estimated revenue now \$1,238,000 or about \$300,000 in advance. He thought that was a sure indication of the prosperity of the province. To show, however, that we were not on the verge of bankruptcy, he would give them the expenditure for the last ten years on public works. The total was \$12,540,000, while the total revenue had been \$8,431,200, so that there was an excess of \$4,108,800 expenditure over receipts. What had become of that \$4,000,000? He wondered if it was the lost tribe of the hon. member for Richmond? (Laughter.) They had spent in that time on public works \$4,346,000. That was capital account, and the difference between the two sums was \$237,600, and that was what they had taken out of the revenue account and put to capital account. That did not look like bankruptcy. He considered it very satisfactory, and if they spent their appropriations in the usual way they would show a very good balance on the right side. They sometimes heard that when business was expanding the expenditures increased faster than the revenue. The part of the province that was developing with the greatest rapidity was West Kootenay, and in the last four years the total expenditure on public works had been \$308,450, while the revenue was \$376,888, which was \$78,438 in excess. Some one might say, what about railways? They had guaranteed railways in that country, and the amount that they had to pay was \$77,540. They must remember, however, that they had \$180,000 Dominion subsidy, which was taken as security for any payment they might be called upon to make. They had not arrived at the end of the subsidy, and therefore could not fairly charge the amount they had paid for interest on the railway bonds, to expenditure for Kootenay. However, they might fairly say that the \$78,438 was an excess of revenue over expenditure in West Kootenay for the last four years. He thought he had shown that the province was in a very good state, and that there was no possibility of bankruptcy, and he claimed that the government should be allowed credit for the satisfactory financial condition of the province. The government had had serious difficulties to contend with in the rapid development of the province. Applications had come pouring in for roads, bridges and public works. The testimony of experts show that in no country was there a more liberal expenditure on public works. He had endeavored to show that the government was not open to the charges of hon. members opposite. There were one or two people outside the house lustling for the spoils of office, and perhaps one or two members in the house who did not hesitate to try and defame the character of honorable men, but the members of the government had every confidence in the common sense and justice and square dealing of the bulk of the people of the country and they were confident that whatever their defects might be they would get a verdict from the people that they had at least done their duty faithfully honestly and to the best of their ability. (Cheers.)

Mr. Forster criticized the estimates at some length, and declared that instead of the government having \$280,000 on hand at the beginning of the next fiscal year, as the Premier hoped, they would probably be behind \$100,000. He urged that the mining tax should be increased, and claimed, in reference to the timber dues, that there were certain peculiarities in the land commissioner's report which required investigation. It seemed to him that the government was being defrauded. He criticized the education department for introducing a weighty and exhaustive work on agriculture as a text book in the schools, and urged that a less complicated work on agriculture could be found.

Col. Baker explained that the text-book was introduced temporarily and a less complicated text-book was under preparation.

Mr. Forster held that the grand jurors of this province should be paid. The whole idea of doing something for nothing was wrong. The government's railway policy was not in line with the needs

Mr. Booth upheld the government's railway policy, and urged that miners should pay more for the benefit of the line. He agreed that mining tax should be increased, and said they must pay far more than they did at present. He endorsed the government's action on the railway bill.

Mr. Williams referred to the remarks in the Colonist that his complaint regarding the Lieut. Governor was "monstrously impertinent." When he was afraid to get up in this house to discharge what he considered to be his duty and point out what he considered to be a very great violation of constitutional principles, he would fail to be discharging his duties in the interests of the country. He claimed that the return as

to Ruckie Bros' pre-emption showed a distinct violation of the Land Act, 1895.

Hon. Mr. Martin, referring directly to the Ruckie Bros' matter, said he had acted as he considered in the interests of the country. He was only too glad to see the committee appointed yesterday, but he did think the hon. gentleman had not shown good taste in bringing this matter up after the decision to appoint the committee. If he felt that he was liable to censure he would have placed his resignation in Mr. Turner's hands. He thought, however, that when the committee sifted the evidence they would decide that he had acted in the interests of British Columbia. He had not been interested privately or publicly in any speculation. As to the complaints regarding the sale of the small island at the mouth of Fraser river to William Donnelly, authorized by the Land Act, he might say that the island was unsurveyed, unoccupied and unreserved crown land at the date it was applied for by Mr. Donnelly. Mr. Donnelly gave due notice of his intention to apply to purchase the land and no person opposed it; he had it surveyed, and it was sold to him at \$5 per acre. The Land Act did not prohibit the sale of lands for townsite purposes or as sites for fishing stations. Since he had been in office he had tried to act impartially to everyone, and he had carried out his work strictly in accordance with the Land Act. (Cheers.)

Dr. Walkem in explanation of the accusation made against him the other day by Hon. Mr. Martin said he had never said one word about the chief commissioner getting money from the treasury office.

Mr. Macpherson returned to the attack about the fishing stations, claiming that was a way in which the chief commissioner had not carried out the Land Act. The grievance he had against the chief commissioner was that he was not receiving proper remuneration for the country's assets. He would vote for the amendment.

Mr. Kellie remarked that he had been in the house seven years and had never been able to find out what the policy of the opposition would be should they get into office. If Mr. Semlin would give them some idea of that several members might be able to make up their minds how they would vote on the non-confidence amendment.

Mr. Kennedy said if the opposition came into power they would endeavor to do the business of the country in a business way.

Mr. Booth presented a report from the municipal committee asking for two more members to be placed on that committee, raising the number to seven. The report was adopted, and Messrs. Ribbet and Kennedy were added to the committee.

Mr. Walkem's bill to amend the Small Debts Act Amendment Act, 1896, was read a first time.

The Speaker called 8 o'clock and recess was taken.

After Recess.

The Speaker resumed the chair at 8:15 p.m.

Mr. Kennedy found he had overlooked a few points before adjournment. He thought it was curious advice that the Minister of Immigration gave to farmers, namely, that they must have \$50 per acre after they had stocked their farms. The best settlers were those who came in with willing hands and hearts and hewed homes for themselves. He traversed the statement of the President of the Council that grand jurors had never asked for pay. A grand jury he himself sat in had made a presentment to Mr. Justice McCreight on the subject, and he hoped the government would seriously consider the matter.

Mr. Helmecken reverted to a part of his remarks on the revision statutes. He said to state that he was also appointed because he was an entirely gratuitous inexperienced judge. The government fortunate in the learned judge to do the revision, but he had test against the suggestion which had been made regarding the other

Mr. Kidd claimed that the Ministry of Education had not answered his queries on the public accounts. He showed that the conversion loan had resulted profitably to the province. Retrenchment was the

Hon. Mr. Turner said he had a amount of commiseration for the gentlemen opposite, especially they got into the depths of the and the debt conversion. With to that last matter he said at he suggested the conversion it give credit to the province. Since the province had no credit there was one loan out at 6 per cent at 4 1/2 per cent, and these were issued in a private way and they were not taken up by and they were not public loans respect. That was a very important consideration with respect to the finance at the present time. He gentlemen opposite were arguing in a hole and corner policy for loans wanted the house to pass a loan and see if a bank would take the old way. That was not a public loan but for the object venting any possibility of fraud only way to have our stock down on the London market and to credit was to convert the old and they were advised to make price 145. They expected the conversion to cost something. The junior m for Vancouver (Mr. Cotton) had as cost was \$180,000. They did not that, but taking it as true, they had only, in exchange, established credit, but they had saved money. The great mistake hon. gentlemen was that they said the country paid for each \$100 share. The fact was paid 3 per cent on \$145 instead of cent on \$100. That was a saving of \$13s. 0d. every year on each \$100. True, at the end of the 20 or 15 years the case might be, they would have pay \$40 in addition to the \$100. ponding the \$13s. 0d. saved on \$100, that would much more than the \$45. To-day they were ing \$45,000 on the interest the loans. Three years of saving would wipe out the \$13. The policy of the other side had well called a peasant policy. (Laughter.) He had not intended to refer to the advice made by the hon. member Vancouver (Mr. Williams) as to Government Governor. The hon. member had again brought it up, a might deal with it. The hon. member evidently felt that he was going to convert the government of high tre

It reminded him of the old fable of a mouse coming out of the trap. The hon. gentleman in the house - in - council out some figures which pertained to the matter. The only of the opposition could bring against government was that they had in the four days' argument the one of policy which the opposition placed on record was that they vax mines very much more here. The government might have err the right side, but the opposition vax them more. The amendment v puerile one.

Mr. Semlin said the Premier made a mistake on the mining ques It was Mr. Booth who wanted the increased.

Mr. Cotton dealt with the remarks the premier regarding the loan maintained that the conversion of loan entailed a financial loss to the province. It was not the duty of the opposition to formulate a policy. The premier said the policy of the opposition was to double the tax on miners. It was the opposition but Mr. Booth who advocated such a policy.

Hon. Premier Turner said Mr. pherson and another opposition member (Mr. Forster) had advocated the increased tax on miners.

Mr. Stoddard explained his remarks about Judge Walkem, declaring that he said nothing derogatory. He high expected the judge. What he did was that if another gentleman had

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Mr. Stoddard explained his remarks about Judge Walkem, declaring that he said nothing derogatory. He highly respected the judge. What he did say was that if another gentleman had been

have to face another deficit.

MR. FORSTER.

Mr. Forster stated that the estimate submitted by the minister of finance was framed with the object of deceiving the public. During the last election campaign Mr. Turner went around New Westminster district telling the people that at the end of that current year there would be a surplus of \$90,000. Mr. Forster had then ventured the assertion that instead of a surplus there would be a deficit of \$400,000, and what was the fact? When Mr. Turner had expected a surplus of \$90,000, there was a deficit of \$423,000. This year—Mr. Turner says there will be \$282,000 on hand at the end of June, but by comparing the receipts of the last half year, by making allowance for everything, he could easily be seen to have been off by \$282,000, and the government would be in for another deficit.

He would seriously ask when the difference between the receipts and the expenditure are going to be removed. The government to-day did not receive as much through the mining tax as they would by taxing one working mine at the same rate as real property. The government cannot keep on borrowing all the time. The opposition had not opposed borrowing the money. What they did object to was the government wasting the money that was borrowed. The opposition had always been in favor of public improvements.

Mr. Forster then referred to the timber dues. There were certain peculiarities in the land commissioner's report with respect to timber dues which required investigation. Mill owners, according to those reports, exported all the timber cut on public lands and sold locally all timber cut on private lands. There were at least eight companies who arranged their sales in exactly the same way. The government was being defrauded. It was useless coming to any other conclusion. Mr. Forster pointed out that Mr. Pooley had referred to the Log Sealers' act to show that the sealers of private mills were sworn.

Mr. Forster criticized the education department for introducing a weighty and exhaustive work on agriculture as a text book in the schools. Surely a less complicated work on agriculture could be found.

Col. Baker here rose to explain that the text book was introduced temporarily, and a less complicated text book was under preparation.

Mr. Forster held that the grand jurors of this province did wish to be paid. The whole idea of doing something for nothing was wrong. It was often a serious thing to a poor man to be taken away from his business to attend sittings of the grand juries. In connection with the government's railway policy he did not wish to speak at length, as the railway loan bill would soon come before the house. He would say, however, that this new policy of the government did not meet the necessities of the present time. In connection with the new railway bill, he was pleased to see a clause to regulate the freight rates, but was sorry to see the power of regulation placed in the hands of the Lieutenant-Governor-in-Council. A government who had the interests of the country at heart could safely have such power entrusted to them, but such power should not be given to the present government. The power of regulating freight rates should be left with the legislature. The government had no definite line of policy on any subject. They withdrew the city commissioners bill when the opposition in the house and province became pronounced, they withdrew the land act for the same reason, and he felt convinced that in a few days the railway aid bill would be withdrawn.

MR. BOOTH.

Mr. Booth defended the government for its change of railway policy. Conditions in the province had changed and policies must change with them. He had no hesitation in saying that the best policy of the government was not to own railways but rather have control over railways built and operated by private companies. It was impossible for the province to assist all roads demanding assistance. He believed that the mines should pay more than they do at present to assist in constructing those railways. Mines should be taxed more in proportion than any other property, as those who owned the mines left nothing behind them when the mines were worked out. He praised the government for their water bill. He defended the West Kootenay Power & Light company's bill, as any monopoly was prevented by the passage of the water bill. Unless the province is going to remain where it is, money must be borrowed. He would vote to sustain the government.

CAPTAIN IRVING.

Captain Irving said the executive was not infallible, but he believed the members of the government were trying to do their duty. He would always give credit to the opposition for keeping the government within their bounds. It required a good school master to make a good pupil. He never came before the house for any favors. He described the wealth of Cassiar district. He did not approve of Col. Baker's colonization scheme. He noticed by the return that Col. Baker received a petition from Norwegian colonists. The names on the petition included a Mr. Finlayson of Victoria. In fact there were half a dozen Scotsmen who were putting themselves up for Norwegians. (Laughter.)

MR. WILLIAMS.

Mr. Williams was pleased to hear Captain Irving give the opposition credit for something. Unless the members of the opposition kept the government in check it would be difficult to say to

what length they would go. It was because of the opposition that the finance minister previous to borrowing the last loan distinctly made a promise that no more money would be borrowed for three years. Such a condition was also imposed by the money lenders, who felt that the province was spending money at too rapid a pace. It would also be noticed that the government state in the railway loan bill that the money was not going to be borrowed until the three years period has expired. Mr. Williams referred to an article in the Colonist which charged him with being grossly impertinent because he had dared to refer to the conduct of the Lieut.-Governor. When he was afraid to call attention to what he considered the violation of a constitutional principle he would be unworthy of occupying a seat in the legislature. He had no desire to injure the Lieut.-Governor, but he would never be afraid of doing his duty, no matter how exalted the personage to whom he was forced to refer. The attorney-general evidently believed as he did, for in his speech he expressed regret that the Lieut.-Governor had become associated with the Columbia & Western company. Mr. Williams had not heard another voice on the other side of the house express similar regrets. He did not condemn the governor; he condemned the ministry. They should have taken some action to show their disapproval of the governor's conduct when they found out that he had become a director of the Columbia & Western company.

Mr. Williams had also been charged with acting as private prosecutor for the Kootenay Quarry company at the parliament buildings committee. That charge had already been refuted by Mr. Kennedy. He would have been derelict in his duty as a member of that committee if he had not done what he did. He was merely seeking for information that it was necessary the committee should obtain.

As he was going to support Mr. Semlin's amendment, he was obliged to reflect on the chief commissioner and his department. He had not one word to say against Mr. Martin personally, but had much to say against the chief commissioner. Mr. Williams then went minutely into the Ruckle Bros. case. He showed that although Mr. Martin had full information on the subject he violated the land act by selling the land to Miss Davey. The land was sold as land unfit for cultivation and the Ruckle brothers had been cultivating it for ten years. The land was evidently sold on a declaration by Mr. E. M. Johnson, who swore that the land was uncultivated and unfit for cultivation. When the chief commissioner found out afterwards that this statement was devoid of truth, he should have placed the case in the hands of the attorney-general, so that the law could be put in motion and the author of the false statement punished. If all the reports connected with the case are read, it will be seen that a very great injustice has been done to the Ruckle brothers, and that lands have been sold in violation of the provisions of the act.

MR. MARTIN.

Hon. Mr. Martin said he took the very greatest pains in seeing that justice was carried out in the Ruckle brothers' claim. He had acted on the advice of the attorney-general and had done nothing to be ashamed of. He considered it in very bad taste to bring up the matter again in the house since a committee was appointed to inquire into the matter. He had not been interested in any speculation in Kettle river district. He justified the sale of the island at the mouth of the Fraser.

DR. WALKER.

Dr. Walker referred to Mr. Martin's statement that he (Walker) had played a dirty mean, contemptible trick on him (Martin) by going into the treasury and misleading to the auditor-general that Mr. Martin had the use of a certain sum of money. The doctor wished to say that he had done nothing of the kind. What he did do was to go to the treasury and ask the auditor about certain advances made to former chief commissioners. Mr. Martin's name was not mentioned. The whole trouble arose because members of the civil service instead of minding their own business tried to advance the political interests of the government. On this ground the opposition when they get into power would be perfectly justified in clearing out the whole civil service.

MR. MACPHERSON.

Mr. Macpherson replied to Mr. Martin regarding the sale of the cannery sites and the sale of an island at the mouth of the Fraser.

MR. KELLIE.

Mr. Kellie wished the opposition to definitely state what they would do if they got into power. If they would do so he might go a long way to induce members to support Mr. Semlin's resolution. He was not in accord with the government on some matters at the present time. He criticized the government for aiding municipalities to such an extent. They should be self-supporting. He did not believe in the construction of the Vancouver, Victoria & Eastern railway, as Kootenay had at present three competing railways. The surveyor of the V. & E. had not surveyed the route through the Hope Mountains. He simply walked over it. The coast would never be able to control the trade of Kootenay.

MR. KENNEDY.

Mr. Kennedy said that if the opposition came into power they would carry on the business of the province on a business basis. He answered the attacks made on his speech of yesterday. Mr. Kennedy again pointed out that the B. C. Southern, with which Col. Baker was connected, would, if constructed, divert the trade of the province to the east. He pointed out that Col. Baker in his official capacity as provincial secretary wrote to the premier of the Dominion urging the advisability of the Dominion government giving aid to the B. C. Southern. He moved the adjournment of the debate.

Mr. Holmcken pointed out that the names had not been printed with the petition from women asking for the franchise.

The speaker replied that the 2,411 names would be printed.

Dr. Walker introduced a bill to amend the small debts act amendment act, 1896.

The house adjourned at 5:40.

EVENING SESSION.

The budget debate was resumed by Mr. Kennedy at 8:15. He referred to Col. Baker's remarks that farmers should have considerable capital before beginning farming. He wondered whether Col. Baker had told Mr. Odium and

streets and bridges. The opposition claimed that the business of the province could be done much more cheaply than it is at present.

The provincial secretary had let the cat out of the bag about the land grant to Mr. Heinze. It was rather strange at this late day to find that when the Columbia & Western railway charter was before the house that the government had promised Mr. Heinze a land grant, although it was given out that Mr. Heinze wanted nothing but a charter. It was amusing to hear Col. Baker quote in connection with this matter that where the flesh is there will the vultures be found. Mr. Kidd readily conceded that the Columbia & Western transaction showed that the vultures were hovering around the tainted flesh of the government policy.

MR. TURNER.

Hon. Mr. Turner again dealt with the finances and the conversion of the loan. The government had no thought of borrowing before three years' time and the insertion of this condition in the prospectus was an advantage in floating the loan. He characterized Mr. Kidd's remarks as fallacious statements which would affect the public mind in the wrong direction. Mr. Booth, he said, had aptly termed the criticism of the opposition as "Peanut politics."

Mr. Williams—"Roasted peanuts." (Laughter.)

Mr. Turner characterized Mr. Williams' accusation regarding the Lieut.-Governor's connection with the Columbia & Western as a little mouse when a mountain was expected. He described Mr. Semlin's amendment as a puerile one.

MR. COTTON.

Mr. Cotton could not agree with the government that all old things were good. He knew a certain government that was old but not good and did not get better as it grew older. He dealt with the remarks of the premier regarding the loan and maintained that the conversion of the loan entailed a financial loss to the province. It was not the duty of the opposition to formulate a policy. If they did it would fall on barren ears. The government could not grasp such a policy as would be formulated by the opposition. The debate did not show that the government had a policy, nor did the railway bill show that the government had a railway policy.

Their land policy was to sell for more land that was bringing 25¢ a year in rent. The premier said the policy of the opposition was to do nothing on miners. It was not the policy, but Mr. Booth, who had advanced such a policy.

MR. STODDART EXPLAINS.

Mr. Stoddart rose to explain his remarks with reference to the judgment of the Supreme Court. What he did was that if some judge other than the chief justice had been the sole author of the statutes there would have been no complaint from certain members of the floor of the house. He was acquainted with Mr. Justice W. than any of the other judges and he him in the highest regard.

Mr. Holmcken was glad to hear explanation. Mr. Stoddart's remarks had left a very different impression on his mind.

This closed the four days' debate and Mr. Semlin's amendment was down on the following division:

Ayes—Williams, Semlin, Cotton, Ham, Kennedy, Hume, Forster, Macpherson, Walker—10.

Noes—Pooley, Eberts, Bryden, Orr, Hoff, Braden, Macgregor, Turner, Ritchie, Adams, Booth, Mutter, Stoddart, Martin, Helmcken—17.

COMMITTEE OF SUPPLY.

The house then went into committee of supply with Mr. Booth in the chair. After passing some estimates of expenditure the committee rose and reported.

Mr. Holmcken introduced a bill to amend the "Trustees and Executors Act." He also introduced a bill to amend the "Provincial Voters' Act" tending the franchise to women. Bills were read a first time.

The house adjourned at 10:15.

NOTICE OF MOTION.

By Mr. Holmcken—That when would be in the interests of British Columbia that a mint be established at the Dominion government be required to take the subject into consideration.

World Apr 3

FORTIETH DAY.

From Our Own Correspondent.

Victoria, April 7.—Although the private members' day of the budget, of course, superseded though H. D. Holmcken, who was afraid of non-confidence, wanted to proceed with private and let the budget wait. He Baker was the orator of the day. He exhaustively dealt with the details of the opposition taking them in turn and expressing their hostility. In the course of his speech he hinted that the British Columbia Southern was about to be absorbed. He gave Dr. Walker designation, calling him the "Silent Party," and prophesying that at next election the doctor would be missing link. The debate dragged wearily along until 10 o'clock when Mr. Semlin's amendment defeated by 17 to 10.

The speaker took the chair, o'clock and prayers were read by J. B. Haslam.

The budget debate was resumed by Mr. STODDART who remarked he saw not the least reason why Chief Commissioner of Lands Works had been singled out for Opposition's attack unless it was he was more affable and genial than some of the other ministers, and that they thought he might step out for one of them to take place. As for redistribution in I may asked for by Mr. Hume he told that district was well represented now. He could remember when district had only 13 settlers and had a member in the House. He entered at some length into the by-election in his district.

Hon. Col. BAKER reviewing charges of the charges of the Opposition first went at length into speeches of Messrs. Sward, Kidd, Cotton. He noticed that the former and the latter had joined forces attacking the loan conversion. Conversion he claimed was a manlike measure. The junior member for Vancouver said the conversion cost the country \$120,000. He did not question the accuracy of the statement, indeed he was ready to accept it, yet show that notwithstanding that cost it had been a statesmanlike measure. Although it had cost \$120,000 they must look at the per cent of the account. The loan converted because it was necessary order to place British Columbia upon what was called inscribed so that it might be quoted in the London stock exchange and in the

MR. KENNEDY.
He wished the opposition to de-
bate what they would do if they
were in power. If they would do so,
he would go a long way to induce members
of Mr. Semlin's resolution. He
in accord with the government
matters at the present time
ized the government for aiding
ities to such an extent. The
self-supporting. He did not
the construction of the Van
Victoria & Eastern railway, a
had at present three competi-
tors. The surveyor of the V
had not surveyed the route
the Hope Mountains. He sim-
ply over it. The coast would
be able to control the trade of

MR. KENNEDY.
He said that if the opposi-
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He pointed out that the
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He replied that the 2,411
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He introduced a bill to
small debts act amendment
adjourned at 5:40.

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money market of the world. Being
so quoted it greatly improved the cred-
it of the Province, but quotations
could never have been given without
the conversion. If they lost on one
side \$120,000 they gained immeasurably
on the other by improved credit. In
proof of that it would be known that
the first loan issued after the conver-
sion, was at 3 1/2 while the second loan
averaged 3 1/4. They would see that at
once the Province's credit jumped up
and the stock was to-day quoted at
100 3/4 net. That was how they bene-
fited by the loan conversion. The
chief attack on the Government was
made by the senior member for Van-
couver (Mr. Williams) but his great
gun, which certainly made a consider-
able amount of noise, turned out to
be all powder and no shot. (Laughter.)
The charge of that hon. gentleman
might be divided into two parts; first
he blamed the Government because the
Lieut.-Governor had joined the Colum-
bia & Western Railway as a director
and, secondly, that they had not, as a
Government, been sufficiently careful
in guarding the interests of the Pro-
vince in the matter of security for the
carrying out of the terms of the Col-
umbia & Western Railway. The At-
torney-General had well answered
most of the attack but he might say
that the Lieut.-Governor had nothing
to do with the deliberation of the
Executive council. Orders-in-council
were simply sent up to him for his
signature and he had the power of
veto given to him in order to protect
the interests of the people. That pow-
er was hardly ever exercised. It really
seemed most ridiculous that the hon.
gentleman should have brought such
a charge against the Government, in
fact, to use his own words, it was
distinctly funny. When the hon. mem-
ber for Vancouver sat down the hon.
member for South Nanaimo (Dr. Wal-
kern) got up. The hon. senior member
for Victoria had very properly remind-
ed them that they should not waste the
time of the House by discussing paltry
and insignificant subjects and there-
fore he would pass over the hon. mem-
ber for South Nanaimo. (Laughter.)
He did not think any member of the
House, or anyone inside the House,
really attached much importance to
what that hon. gentleman said. He
occupied a position in the House,
he would not say as an exponent of
both parties, but they might designate him
as a singular party. In the next par-
liament he thought he would probably
occupy the position of missing link.
The second member for Vancouver city
(Mr. Macpherson) had objected to a

payment to Prof. Odium and had ask-
ed for information. He thought the hon.
gentleman was not so much after
the Provincial Secretary as after his
late political opponent. He thought
he might have had more generosity to
his late political opponent considering
how he defeated him at the polls.
There was \$300 for two years from
the Government to help towards his
travelling expenses and he did not
think hon. members would consider
that extravagant. Both the mortgage
tax and the Torrens system then came
in for notice from the Speaker and he
claimed that of the former was taken
off as advocated by Mr. Cotton, the
mortgagees would only add on the in-
terest and instead of the half per cent.
going into the Treasury it would go
into the pockets of money lenders. If
the mortgage tax was abolished it
would not in any way benefit the farm-
er. As to the Torrens system had any
hon. gentleman shown one single in-
stance of injustice or hardship under
the present system of land titles? If
the Torrens system was introduced
what would happen to the farmer in
that case? Would be purchasers
would force them to get their titles
registered under the system and the
farmers would be put to large expense
and perhaps then not sell their land.
Mr. Macpherson had had much to say
about the railway between Rossland
and Trail. He condemned the Gov-
ernment for aiding that small piece of
rail and yet it was that rail that kept
the smelter at Trail and stopped it
being put up at Northport. Passing
on he dealt with the extraordinary
misrepresentations about the British
Columbia Southern Railway and add-
ed: "I am proud to have my name
associated with the railway and
charter. Although I have a very small
interest in the railway because it is
controlled, and has been controlled for
many years by Eastern and London
capitalists, still I did inaugurate the
railway 10 years ago and I am very
proud of having done so because it
will be of immense service to the Pro-
vince when the railway is completed—
as it will be completed in a very short
time. I can say to the House that
so far I have not received a cent from
the railway and I can prove that the
hon. member for South Nanaimo does
not believe that I have received a
single cent from the line although he
said my pockets were filled because
he has not yet been to me to borrow
any money." (Laughter.) The worst

misrepresentations were in the Toronto
World and they were made by men
who, because they could not get any of
the spoils, vilified the country and the
Government. The company would not
be a monopoly. The terms of the
charter as passed by the Legislature
would be carried out and there would
be no monopoly of the coal lands. The
coal would be sold at a very cheap
price to the people and the royalty to
the Province would put a large sum
in the Treasury. Passing to the com-
plaint of the hon. member for New
Westminster (Mr. Kennedy) as to the
Parliament buildings the hon. gentle-
man was, he said, far out in saying
that the buildings would cost \$1,250,000
instead of \$600,000. As a matter of
fact about \$350,000 would cover every-
thing. In reference to Mr. Kennedy's
complaint as to a New Westminster
architect not being asked to make the
plans for the extension Dr. Bodin-
gton had been written to on the sub-
ject and had said there was no one
in New Westminster who could do it.
As to the water records granted to Mr.
Heinze he explained that by saying
that as soon as the Water bill came
into the House he thought it due to
the interest of the Province to tell
Gold Commissioners to stop granting
further water rights and to refer ap-
plications to the Lieut.-Governor-in-
Council. He took that course because
he thought there might be a rush for
water privileges before the bill was
passed. Then came the request from
Mr. Heinze, for 1,200 inches of water on
Beaver creek, for which he had applied
12 months ago. He saw Mr. Heinze's
agent in Victoria and suggested to him
that he should wait until the Water
bill was passed but the agent said
he had all his machinery in and to wait
for the bill would mean a delay of two
or three months. He replied that he
would give him the 1,200 inches on
condition that he came under the
Water bill when passed. What harm
could there be in that action? With
a few words of criticism of Mr. Sem-
lin's speech he passed on to deal with
the financial position of the Province.
Last year he stated that it was very
unfair to attempt to gauge the finan-
cial position of any country by taking
one or two years of expenditure, it
was necessary to take at least a de-
cade. He then showed that between
1886 and 1892, which was a period of
property the revenue steadily increas-
ed until it almost balanced the ex-
penditure. Then came the great fi-
nancial depression and the Govern-
ment, by its liberal public works, tid-
ed the people over that. Last year
the revenue again began to expand. It
was then \$899,765 and the estimated
revenue now was \$1,283,000 or about
\$383,000 in advance. He thought that
was a sure indication of the prosperity
of the Province. To show, however,
that we were not on the verge of
bankruptcy he would give them the
expenditure for the last ten years on
public works. The total was \$12,540,-
000 while the total revenue had been
\$3,431,300, so that there was an excess
of \$4,431,300 expenditure over receipts.
What had become of that \$4,000,000?
He wondered if it was the last tribe
of the hon. member for Richmond?
(Laughter.) They had spent in that
time in public works \$4,346,000. That
was capital account and the difference
between the two sums was \$257,600 and
that was what they had taken out of
the revenue account and put to capital
account. That did not look like bank-
ruptcy. He considered it very satis-
factory and if they kept their accounts
in the usual way they would show a
very good balance on the right side.
It had been said that when revenue
increased the expenditure expanded
still faster. Well how was it in West
Kootenay which was the part of the
Province that was developing with the
greatest rapidity? In the last four
years the total expenditure on public
works had been \$308,450 while the re-
venue was \$376,868 which was \$78,418
in excess of expenditure in West
Kootenay for the last four years. He
thought he had shown that the Pro-
vince was in a very good state and
that there was no possibility of bank-
ruptcy, and he claimed that the Gov-
ernment should be allowed credit for
the satisfactory financial condition of
the Province. The Government had
had serious difficulties to contend with
in the rapid development of the Pro-
vince but they were endeavoring to
the best of their ability to faithfully
and honestly carry out their duties and
he felt sure the country would give a
verdict in their favor. (Applause.)

MR. FOSTER declared that if ex-
penditure went on as it had the Gov-
ernment, instead of having \$250,000 in
hand at the beginning of the next
fiscal year, as the Premier hoped,
would probably be behind \$100,000. He
urged that the mining tax should be
increased.

MR. WILLIAMS attacked Hon. Mr.
Martin on the Ruckie Bros. question.
Hon. Mr. MARTIN in the course of
a vigorous reply said the attack of
the Opposition had been directed solely
against himself in connection with
a decision he had given regarding land
on Kettle river claimed by Ruckie

World Apr 8-97

FORTIETH DAY.

From Our Own Correspondent.
Victoria, April 7.—Although this was
private members' day the budget de-
bate, of course, superseded it al-
though H. D. Helmcken, who was not
afraid of non-confidence motions,
wanted to proceed with private bills
and let the budget wait. Hon. Col.
Baker was the orator of the day and
he exhaustively dealt with the charges
of the Opposition tacking their seri-
ation and expressing their hollowness.
In the course of his speech he broadly
hinted that the British Columbia
Southern was about to be proceeded
with. He gave Dr. Walkem a new
designation, calling him the "Singular
party," and prophesying that after the
next election the doctor would be the
missing link. The debate dragged its
weary length along until 10 o'clock
when Mr. Semlin's amendment was
defeated by 17 to 10.
The Speaker took the chair at 2
o'clock and prayers were read by Rev.
J. B. Haslam.
The budget debate was resumed by
MR. STODDART who remarked that
he saw not the least reason why the
Chief Commissioner of Lands and
Works had been singled out for the
Opposition's attack unless it was that
he was more affable and genial than
some of the other ministers, and per-
haps they thought he might step down
and out for one of them to take his
place. As for redistribution in Koot-
enay asked for by Mr. Hume he believ-
ed that district was well represented
now. He could remember when the
district had only 13 settlers and yet
had a member in the House. He en-
tered at some length into the bye-elec-
tion in his district.
Hon. Col. BAKER reviewing the
charges of the charges of the Opposi-
tion first went at length into the
speeches of Messrs. Sward, Kidd and
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000 they must look at the per contra
side of the account. The loan was
converted because it was necessary in
order to place British Columbia stock
upon what was called inscribed stock
so that it might be quoted in the Lon-
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Bros. These parties, if they felt aggrieved, had the power of appealing to the Supreme court. They did not do so, knowing they had no case. The Ruckle Bros. accepted \$100 for improvements done on land they did not own across Kettle river, and the Chief Commissioner thinking no doubt that they, the Ruckle Bros. thought they had a claim on the land and put the improvements on under a misapprehension allowed them \$100, which was paid by Miss Davey and accepted by Ruckle Bros. He was glad to see the committee appointed yesterday to enquire into the matter, but at the same time, in view of the appointment of that committee he felt that the Opposition had shown bad taste in again bringing this matter up. If he felt that he was liable to censure in this matter he would have placed his resignation in Mr. Turner's hands. He thought, however, that when the committee thoroughly sifted the evidence they would decide that he had acted in the interests of British Columbia. He had not been interested privately or publicly in any speculation since he had been in office, he had tried to act impartially to everyone and he had carried out his work strictly in accordance with the Land Act. (Cheers.) As to the committee to be appointed to enquire into the Ruckle case, knowing the integrity of the honorable gentlemen who compose that committee, although two of them were opponents of his, yet he was quite willing to leave the case in their hands.

Dr. WALKER declared in explanation of remarks made last Thursday that he never said a word as to Mr. Martin obtaining money from the treasury.

Mr. MACPHERSON urged a further increase in the mining tax.

Mr. KELLIE asked the leader of the Opposition for an idea of his policy.

Mr. KENNEDY moved the adjournment of the debate till after recess.

EVENING SESSION.

The Speaker resumed the chair at 8:15 p.m.

Mr. KENNEDY again took up the question of grand jurors being paid, and hoped some arrangements would be made for paying those jurors.

Mr. KIDD still failed to see that the Government had done well by converting the 1871 and 1872 loans.

Hon. Premier TURNER said those loans were converted so that the Province's stock might be quoted on the London market and we might get credit which we never had before. Hon. member's policy on this matter was a hole and corner policy. They wanted the old private loans and not the public loans which the Government now made and which prevented fraud. Admitting the conversion cost \$120,000, they were saving \$1 13 9 each year on every \$100, so that at the end of the 15 or 20 years which the loan had to run they would save a large sum. Already they saved annually in interest no less a sum than \$45,000, and three years of that would wipe out the \$120,000. He ridiculed Mr. Williams' attempt to cry down the Government, and declared that in four days' debate the only plank of policy which the Opposition had shown was that they would further tax the mines.

Mr. SEMLIN and Mr. COTTON claimed that it was Mr. Booth who would tax the mines, but

Hon. Premier TURNER said both Mr. Macpherson and Mr. Forster had made the statement.

The amendment was then defeated by 17 votes to 10 on the following division:

Ayes—Williams, Semlin, Cotton, Graham, Kennedy, Hume, Foster, Kidd, Macpherson, Walkem—10.

Noes—Pooley, Eberts, Bryden, Rogers, Huff, Braden, Turner, Macgregor, Baker, Rithet, Adam, Booth, Smith, Muller, Stoddart, Martin, Helmcken—17.

The House went into committee and passed a few items. On resuming bills introduced by Mr. Helmcken were read a first time, one to provide for the extension of the parliamentary suffrage to women, and the other to amend the Trustees and Executors act.

The House adjourned at 10:15 p.m.

FORTIETH DAY—WEDNESDAY.

Victoria, April 7.—The House met at 2 p.m., and prayers were read by Rev. J. B. Haslam.

The select committee on amendments to the Municipal Act reported recommending that their number be increased from five to seven. The report was adopted and Messrs. Rithet and Kennedy were added to the committee.

THE BUDGET DEBATE.

MR. HUME concluded his remarks on the motion for committee of supply, and the amendment moved by Mr. Semlin, saying he had nothing to add to his remarks at the last sitting.

MR. STODDART said he saw no reason for the attacks on the Chief Commissioner of Lands and Works. He dealt at some length with the incidents in his constituency at the last general election, when he had been defeated by one vote by the gentleman since unseated. That election, he said, was one of the most corrupt in the country, his opponent having travelled the district with a cheque book in his pocket spending upwards of \$15,000. Dealing with Mr. Semlin's remarks on the Lytton-Lillooet road, he said he favored the construction of the road in the near future, but did not think that its non-construction has caused any serious harm. Referring to Spence's bridge, he thought there are many public works needed in the country ten times more than this bridge. He did not consider the cases of the doctor at Ashcroft and the one at Clinton analogous at all. In the one district there are public institutions kept up with public money; the other receives only the \$1,000 for this physician. He agreed with the President of the Council that our roads are as good as any on the continent of America. As to our educational system, it had been stated recently on the floor of the House that we have the best system of education in the Dominion. That, he believed, to be true.

HON. MR. BAKER had listened with great pleasure to the big guns of the Opposition booming forth their attacks upon the Government, but when he discovered that their heavy piece of ordnance was that known as the Conversion of the Old Loans, why then he knew the financial position of the Government to be impregnable. He had noticed that the hon. member for Vancouver (Mr. Cotton) had joined issue with the hon. member for Dewdney (Mr. Sword) in condemning the Government for the conversion of the loan. He thought, however, he could prove that the conversion of the loan had been carried on in a most statesmanlike manner. The junior member for Vancouver had stated that it has cost the country \$140,000. Well, he would accept that statement, and allowing that it was correct he thought he could still prove to the House that it was a statesmanlike measure. If it has cost the country \$140,000 we must look at the per contra side of the account. This step has been taken in order to allow of British Columbia stock being placed upon the London market as what is known as "inscribed stock." That being done it could be quoted on the London Stock Exchange. Its being so quoted has greatly improved the credit of the Province. The result is that our stock to-day is quoted at 108. That is the per contra he claimed, and that is how we have benefited by the conversion of the old loans. It had been reserved for the senior member for Vancouver (Mr. Williams) to open the Opposition's great battery, and he had come forward to annihilate the Government because the Lieut.-Governor had joined a railway company, a thing the Government have nothing to do with. Secondly, he had claimed that the Government have not sufficiently guarded the interests of the public in the matter of the security given for the construction of the Columbia & Western Railway. In regard to the first portion he was forced to the conclusion that the hon. member was so absolutely ignorant of the constitutional practice of this country as to suppose that the Lieut.-Governor attends the meetings of the Executive Council—in fact he seemed to believe that His Honor sits at the head of the table. All the Governor has is the power to veto, a power Her Majesty has, but has only exercised it once, at the request of her Prime Minister, in the case of the Army Purchase Bill, during her long and glorious reign. It appeared to him ridiculous that the hon. member could bring this charge against the Government. With reference to Mr. Odium, it is quite true that the Government has voted him \$200 annually in order to defray his expenses while travelling. The hon. member (Mr. Macpherson) who had brought the matter up might in consideration of the very singular manner in which he had defeated Mr. Odium at the polls, have left the matter alone. Both the senior and the third member for Vancouver had

spoken of the mortgage tax and Mr. Cotton had attributed the distress among the farmers to the incidence of the tax. He was quite sure it has nothing to do with such distress. The senior member for Vancouver in discussing the subject the other day said: "A farmer comes to this Province with a capital of \$5,000, buys a piece of land worth \$10,000, and borrows \$5,000 to

get into possession of that land." There is the secret of the whole question. If a man is to succeed in farming he must have at least \$50 an acre ready for a rainy day.

Mr. Williams—Where is he going to get it?

Hon. Mr. Baker repeated that that is the secret of the distress among farmers at the present day. If the mortgage tax were taken off, the mortgages would only add to the interest, and instead of the half per cent. going into the treasury, it would go into the pocket of money lenders. With reference to the Trefon system, he saw no advantage to be gained by its introduction, either in one district or for the whole Province. Reference had been made to the steam railway between Trail and Roseland. He had had a hand in having it built, and had thus got the Trail smelter erected at that point instead of at Northport, a fact he was proud of. With regard to his having dealt in shares, he had as yet derived no benefit from the one he had been interested in, and could see no harm if he did. He was proud to have his name associated with that railway as it would be of great benefit to the country when built, and shortly it would be built. The hon. member for Westminster (Mr. Kennedy) had stated that the Government buildings would cost \$1,250,000. He was glad to say that \$820,000 would be sufficient for that purpose. He defended the action of the Government in employing Mr. Ridgway W.Lou in connection with the extension of the asylum at Westminster, pointing out that there was, at the time, no architect in practice in New Westminster. With reference to the school at Duck's, it is merely an "assisted" school, there not being sufficient scholars to justify the erection of a schoolhouse. One mining law are the admiration of experts from other mining countries; our finances, he held, are being ably guided, and he thought he had shown that the Government is thoroughly capable of carrying on the business of this Province. The Government firmly believes that it is held justified by the great bulk of the people of British Columbia, and that it still has their confidence. Whatever the failings of the Government, its members have at least endeavored to do their duty faithfully, honestly, and to the best of their ability. (Applause.)

MR. FORSTER would venture the statement that the estimates of revenue and expenditures are incorrect, and calculated to put a false face on matters. Unfortunately this is not looked upon as a serious thing; the House has got used to it, and the people of the Province have got used to it. We have the statement that there is going to be a balance of \$283,000 on the 30th June next, but the Finance Minister is not going to have a balance of anything like that, and what is more, he knows it.

Hon. Mr. Turner—No, it will be more. Mr. Forster continued that the Finance Minister knows he cannot have that balance unless the receipts from the mining districts are very much in excess of the estimate. On the 31st December last all the cash in hand was about \$145,000, the proceeds of \$166,000 realized out of the sinking fund. It was quite true that there were still taxes to come in, for real estate, personal property and wild land, but he doubted if \$250,000 could be collected between now and the 30th of June. There would not be over \$100,000 collected in the last half of the year. The expenditure for the past half year had been \$823,000, as against a revenue of \$505,000, which left a deficit of \$300,000. The only cash in hand was \$145,000. If the next half year runs on the same lines, instead of having something in hand, the Finance Minister will be behind—that is evident. The Finance Minister has apparently overlooked the Supplementary Estimates yet to come down, which will materially reduce his cash balance. If the Government does not receive very much larger returns

than it proposes to expend in the mining industry, on the 30th of June it will be \$100,000 behind, in over \$200,000 ahead. If the ment would go capably for accounts, it could not come to other conclusion. He counted the mines are not sufficient. Taking the value of the L. at \$4,500,000, if that were a two-thirds of 1 per cent., it turns as much as the Province in the last half year from all. Let the mines have a fair share when once they become profitable, then contribute their fair share to the tax. The present tax does not return one-fifth of ordinary real estate tax would if it were levied on the mining statement had been made the position were opposed to it money. They have never got borrowing of money for the purposes. It is true that they borrowing for the new P. buildings, but never had they any vote when money was wanted, roads and bridges. The education system, he strenuously to an advanced use in use at Guelph Agricultural now being used to give an knowledge in agricultural in the primary schools. It is to put such a complex work a subject before children.

Hon. Mr. Baker explained portions of the book in question in the primary schools, and on this subject suitable to the use is now being prepared. The advanced work had only been a temporary measure.

Mr. Forster was glad to explain. With reference to payment of grand jurors, noting the President of the Council

ment, they ought to be paid. Columbia. It is all very well to serve the State with but it is a hardship on people to leave their business without remuneration some most busy time of the year not in favor of abolishing it, but either they should change a way to pay the jurors. He discussed the railway policy of the Government during this debate, and other members of the Opposition have a good deal to say when way Bill comes up for discussion. Government need not subordinate themselves on their policy, they have never had a policy. There is one good policy the Government—they are the opinion of the House. In they will have to listen to of the members as to their policy, and he doubted not if he listened they would see the necessity of withdrawing that policy at least modifying it very. (Applause.)

MR. BOOTH said the Opposition had an excellent opportunity what ought to have been they had failed to do so. Limited their attack to immaterial affairs. If the Leader Opposition had considered he would surely have left claim to be decided by the committee appointed by the House revival in the country has full the Government in borrow. He defended the railway policy Government and maintained Province would derive great from the plan outlined. He was of making the mines contribute the building of these railways are now doing. When a mine exhausted it is irremediable, of the other sources of wealth perishable. For this reason ought to pay more than they doing. He commended the Government as to water outlined in the Water Clause Bill. Hereafter a man turn the right to water while selling it. Under these circumstances saw no reason why the area to operate should be circumscribed.

CAPT. IRVING said that the members of the Government trying to do their duty to the Opposition are entitled for trying to keep the within bounds. It requires a master to make a good pupil. railway policy he would sup

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mortgage tax and Mr. Kennedy attributed the distress to the incidence of the tax. He said it was quite sure it has no such effect. The other day said: "A to this Province with a 50, buys a piece of land and borrows \$5,000 to

on of that land." There the whole question. If need in farming he must 50 an acre ready for a

Where is he going to

repeated that that the distress among farmers. If the mort taken off, the mort-ly add to the interest, it would go into the hands. While refer-ence system, he saw no gain by its intro-duction in one district or for

Reference had been made to the railway be-cause of it. He had had it built, and had thus a better erected at that

With regard to his estate, he had as yet from the one he had in, and could see no He was proud to have

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than it proposes to expect from the mining industry, on the 30th June next it will be \$100,000 ahead. If the Government would go carefully through the accounts, it could not come to any other conclusion. He contended that the mines are not sufficiently taxed. Taking the value of the Le Roi mine at \$4,500,000, if that were taxed at two-thirds of 1 per cent, it would return as much as the Province received in the last half year from all the mines. Let the mines have a fair start, but when once they become profitable, let them contribute their fair share of taxation. The present tax on mines does not return one-fifth of what the ordinary real estate tax would yield if it were levied on the mines. The statement had been made that the Opposition were opposed to borrowing money. They have never opposed the borrowing of money for good, useful purposes. It is true that they opposed borrowing for the new Parliament buildings, but never said they opposed any vote when money was wanted for streets, roads and bridges. Coming to the education system, he objected strenuously to an advanced text book in use at Guelph Agricultural College now being used to give an elementary knowledge in agricultural matters in the primary schools. It is ridiculous to put such a complex work on such a subject before children.

Hon. Mr. Baker explained that only portions of the book in question are in use in the primary schools, and a work on this subject suitable to these schools is now being prepared. The use of the advanced work had only been a temporary measure.

Mr. Forster was glad to hear this explanation. With reference to the payment of grand juries, notwithstanding the President of the Council's state-

ment, they ought to be paid in British Columbia. It is all very well for rich men to serve the State without return, but it is a hardship on poor men to have to leave their business and serve without remuneration sometimes in the most busy time of the year. He was not in favor of abolishing the system, but either they should change it or find a way to pay the jurors. He would not discuss the railway policy of the Government during this debate, but he and other members of the Opposition would have a good deal to say when the Railway Bill comes up for discussion. The Government need not so congratulate themselves on their proceedings—they have never had any definite policy. There is one good point about the opinion of the House. In a few days they will have to listen to the views of the members as to their railway policy, and he doubted not that having so listened they would see the expediency of withdrawing that policy, or, at least modifying it very materially. (Applause.)

MR. BOOTH said the Opposition had had an excellent opportunity to show what ought to have been done, but they had failed to do so. They had limited their attack to small departmental affairs. If the Leader of the Opposition had considered the matter he would surely have left the Ruckles claim to be decided by the select committee appointed by the House. The survival in the country has fully justified the Government in borrowing money. He defended the railway policy of the Government and maintained that the Province would derive great benefit from the plan outlined. He was in favor of making the mines contribute more to the building of these railways than they are now doing. When a mine is once exhausted it is irreplaceable, while most of the other sources of wealth are imperishable. For this reason the mines ought to pay more than they are now doing. He commended the policy of the Government as to water power, as outlined in the Water Classes Consol- idation Bill. Hereafter a man can only claim the right to water while actually using it. Under these circumstances he saw no reason why the area in which a water company may have authority to operate should be circumscribed.

CAPT. IRVING said that he thought the members of the Government are trying to do their duty to the country. The Opposition are entitled to credit for trying to keep the Government within bounds. It requires a good school master to make a good pupil. Upon the railway policy he would support the

Government. He hoped that the House would unanimously work for the inter-ests of the country and always "be on deck." (Applause.)

MR. WILLIAMS was glad that one member on the Government side was willing to give the Opposition credit for keeping the Government in check. If they were not kept in check there would be no knowing where they would go. He referred to an article in the "Colonist" which he claimed to be so impertinent as to be a breach of the privileges of the House, referring to his action in bringing the conduct of the Lieutenant-Governor respecting the Colum- bia & Western Railway Company before the House. He noticed that no member of the Government except the Attorney-General has expressed regret that that connection has existed. He would pass over the imputation that he had acted as counsel for the Koksilah Quarry Co. before the select committee as he was conscious that he had only done his duty in this regard. He claimed that the Land Act had been violated in the case of the Ruckles brothers, inasmuch as the act said that such land could only be sold to an actual settler, who further must be the owner of an adjoining location. The lady who bought this land lives in Victoria and therefore cannot be a settler. Apparently this Crown grant has been issued on a false affidavit, and the Chief Commissioner should put the law in motion so that the man who made it should be punished. He would support the amendment inasmuch as a very great injustice has been done to the Ruckles brothers, and land has been sold in violation of the law.

HON. MR. MARTIN said that with respect to the matter, he thought the members opposite would have shown better taste by leaving its discussion until the select committee had met. He would not go into the matter to-day, in case a select committee should be set up. He would not go into the matter to-day, in case a select committee should be set up. He would not go into the matter to-day, in case a select committee should be set up.

MR. MACPHERSON said that the Chief Commissioner had not carried out the provisions of the Land Act. He had no right to sell the land of the Ruckles, and should have refused to sell the land to Mr. Donnelly for a fishing sta- tion for \$20. The Chief Commissioner is putting with the assets of the coun-try and not getting a proper return therefor. He would vote for the amendment.

MR. KELLIE (would like to know whether the Opposition have any policy. He had been in the House a good many years, and had not yet heard what the Opposition policy is. How- ever, he was not quite in accord with the Government policy in some things, but he was in favor of the railway policy. He thought the revenue and expenditure could be brought together by granting local self-government to the old established portions.

MR. KENNEDY would like to explain. The member who had just sat down had asked what is the Opposition policy. It is to conduct the business of the country on a business basis. He claimed that the Government had not answered the case he had made out on the log scaling matter. The school at Duke's is six miles apart from any other school, and not an "assisted"

school. If it is, there is something wrong about the Inspector. He reiterated that the Lieutenant-Governor should not embark in commercial enterprises.

Hon. Mr. Baker pointed out that an "assisted" school is one which has sufficient pupils to justify a school, but not sufficient to justify a school house. Mr. Kennedy said that as it was getting late, he would now move the adjournment of the debate.

At 5:40 o'clock the House took recess.

When the House reassembled at 8:30 p. m., the adjourned debate on Mr. Kennedy's amendment to the formal motion for going into committee of supply was continued by Mr. Kennedy. He referred to the statement by the Provincial Secretary that before a farmer can expect to make farming pay, he should possess at least \$50 an acre capital after his land is paid for. He was of opinion that the most successful farmers here have been those who came with little but strong arms and willing hearts. He thought a statement of this kind calculated to do the country harm. He was considerably surprised to hear the President of the Council say that he had never heard of grand jurors asking for pay. He had known of presentments being made, but the Government have never done anything. He hoped the Government would make some arrangements in this regard. He trusted the Government would not delay acting in the matter of expropri-ation. Many of the people in Nanaimo are in a state of apprehension about the tone of dynamite left in the sun upon their wires.

Dr. Walkem—"Not now." Mr. Kennedy—"It is very lately, then." He was sorry to say that the Government would do nothing in the way of moral reform, notwithstanding petitions in that regard. He called attention to the sum of \$25,000 placed on the Estimates just before the general election for the permanent relief of the sufferers from the Fraser River flood, contingent on the Dominion Government giving a like grant, and he would like an explanation of why nothing had since been done. He hoped some of the members on the Govern-ment side of the House would do them- selves credit by supporting the amend-ment. (Applause.)

MR. HELMCKEN said that he wished to call attention to a remark that had been made as to the Commissioner who have the Revision of the Statutes in hand. All these are members of the Supreme Court bench, and the state-ment made that one is jealous of an- other was an insult to the whole Bench and in particular to the judge referred to. His energy, learning and probity are above suspicion, and the Province is fortunate in having such a man to do the work. He knew that Mr. Justice Walkem had nothing to do with this matter until approved by the Government. He had only risen to defend the learned judge. (Applause.)

MR. KIDD said that the plea of the Government has been that the conver- sion of the loans into inscribed stock has given the Province better standing in the money market; but he thought that the loss sustained by the conver- sion has been far too great for the ad- vantage gained. He had been greatly annoyed at the statement of the Pro- vincial Secretary that every farmer should have his land unincumbered and \$50 an acre to start with. That is not the class of people who have built up the farming industry in this coun-try. Men with that amount of capi- tal can always find other uses for their money. He criticized the action of the Government in giving Mr. Odium \$200 a year. There is no question of pol- icy outside of carrying on the business of the country in a business-like way, and it is time that the Government paid more attention to detail. He agreed with the hon. member for Delta that the Opposition had never tried out the expenditure of money on roads, streets and bridges. They do think that a large retrenchment might be made in the carrying on of the Civil Service. That is all the difference be- tween the policy of the Government and the policy of the Opposition. Re- trenchment is the policy of his side of the House.

HON. MR. TURNER dealt at some length with the loan conversion, holding that the Province had substantially pro- fited by it. He referred to the present high quotation of the 3 per cent. inscribed stock—103, which led him to think that the Province will not again have to pay underwriters. At the time of the last loan he had made an agreement not to borrow for three years. That was a wise provision and helped our loan, and furthermore at that time the Government had sufficient money to carry on. The hon. member for Delta had said it was very wrong for the Government to make fallacious statements, and then he went on to make such statements for half an hour. With re- gard to municipalities he did think that

The Government should have some control over them, although the members of the Opposition are in the habit of arguing both ways. He saw no reason why the Government should be attacked because grand jurors are not paid. It is a matter on which he would not express his opinion just now. He did not really know what the hon. member for Vancouver (Mr. Williams) was driving at the other day. He was evidently laboring under a misapprehension. The most serious charge was that about the Messrs. Ruckle's land. That is going before a select committee and he would not now refer to it. Not one of the Opposition had hinted at any policy except that the law does not tax miners enough. That is a matter

for serious consideration. It is sealed on the Opposition now that they are in favor of heavy taxation on mining. He criticised the amendment as periculis, and as containing a misstatement of fact. The Government had not increased the revenue to make a balance between revenue and expenditure, but to increase the former. As a matter of fact the ordinary receipts have exceeded the ordinary expenditure. Furthermore there has been a satisfactory increase in the appropriation for public works. If the amendment were passed, it would be a false resolution. However he knew it would not be. (Applause.)

MR. COTTON said that while the Premier had remarked that all old things are good, he knew some governments that are old, but yet are not good. (Laughter.) The hon. gentleman had told us that for every \$100 of the old loan we had to pay 145. That was true if we had got paid when the loan was issued, but we did not. The hon. gentleman said that the policy of the Government had been justified by the result of the negotiations for conversion. In 1891, as he was sure the Premier would bear him out, he had said it would be impossible to call in all our old loans and replace them with inscribed stock.

Hon. Mr. Turner—"Quite right. I never thought we should."

Mr. Cotton said that at the time the Finance Minister had argued that we would wipe away all the old loans and be able to place our stock on the market. But the hon. gentleman had failed, one-third of one loan and one-half of another are still outstanding in the hands of trustees and others who are not desirous of converting. That was the state of affairs he had predicted in 1891. As it had turned out we might just as well have issued inscribed stock for the fresh amounts needed and left the old loans. If it was finally decided to convert these old loans, it would have been better to do so now and not in 1891, as we could get better terms. It is a mistake to attempt to do what cannot be accomplished. The Government had spoken of the Opposition having no policy, but he for his part had failed to find the vestige of a policy in what the Government had advanced. It is not for the Opposition to propose a policy—that is the duty of the Government; but the Government do not seem able to grasp the situation and formulate a policy. Take the case of the farmers. Have they any policy in that regard?

Hon. Mr. Turner—"Yes."

Mr. Cotton—"Well, I am asking for information, not to attack the Government." He would like to hear the policy they have—that is to help the farmer. Perhaps that of the Provincial Secretary, who had said that every farmer besides having his land uncumbeered should have \$50 as acre capital! (Laughter.) With regard to their railway policy, there would be another opportunity to discuss that. The Premier had stated that the Opposition were committed to the policy of raising the taxes on mines. It was the hon. member for North Victoria (Mr. Booth) who advocated that. However, they and the country are most anxiously looking for the policy these gentlemen have said that they have.

Hon. Mr. Turner—"We have it."

Mr. Cotton—"I am glad to hear it." All he had room for was to protect the position he had taken, viz. that we should only have converted sufficient of our old loans to enable us to issue the new loans. (Hear, hear.)

MR. STODDART wished to explain a few remarks. He had made no derogatory remarks about Judge Walkem.

All he had said was that if he had been the sole reviser of the statutes the hon. member for South Nanaimo would not have made the remarks he did. He closed with a eulogy of Mr. Justice Walkem.

The amendment by Mr. Semlin being put was negatived on the following division:

For—Messrs. Cotton, Forster, Graham, Hume, Kennedy, Kidd, Macpherson, Semlin, Williams and Walkem—10.

Against—Messrs. Baker, Booth, Braden, Bryden, Eberts, Helmcken, Huff, Kellie, Martin, McGregor, Mutter, Pooley, Rithet, Rogers, Smith, Stoddart and Turner—17.

The motion for supply was carried and the House went into committee with Mr. Booth in the chair. The vote of \$281,048 for public debt was passed, and the committee rose and reported progress.

Mr. Helmcken introduced the following bills which were read a first time: To amend the Trustees and Executors Act; and to amend the Provincial Voters Act and the Elections Regulation Act by extending to women the privilege of voting.

The House then adjourned at 10:30 p.m.

Kennedy, Mac
Hume, Kidd
Forster, Will

The Order for the second reading of the "Wide Tire Act, 1893," was

The second reading of the bill was negatived on the following

Kennedy, Mac
Hume, Kidd
Forster, Will

Smith, Mart
Kellie, Adam
Mutter, Booth
Turner, Stod

Mr. Forster asked the Hon. Mr. Turner what is the assessed value of the Comox?

The Hon. Mr. Turner replied: "\$65,000, exclusive of the

Mr. Forster asked the Hon. Mr. Turner what is the assessed value of the Comox?

If so, are the said dwellings assessed for taxes?

If not, why not?

The Hon. Mr. Turner replied: "No."

"They are assessed."

60 VICT.

Pursuant to Order, the

6. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

7. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

8. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

9. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

10. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

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18. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

19. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

20. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

21. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

22. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

23. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

24. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

25. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

26. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

27. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

28. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

29. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

30. Resolved, That a sum of \$10,000 be appropriated for the expenses of Civil Government for 1897.

No. 41.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Thursday, 8th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Bilton Haslam.

On the motion of Mr. Williams, seconded by Mr. Semlin, it was Resolved,—

That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House all papers, letters and writings relating to the security required to be deposited by the Columbia and Western Railway Company under section 3 of the "Columbia and Western Railway Subsidy Act, 1896," and all Orders in Council relating thereto.

On the motion of Mr. Forster, seconded by Mr. Hume, it was Resolved,—

That an Order of the House be granted for a Return showing the amount of money received from the Government, and the services rendered for such amounts, by Mr. Rattenbury, architect, to March 31st last.

Mr. Forster asked the Hon. the Chief Commissioner of Lands and Works the following questions:—

Is Mr. Rattenbury the purchasing agent for supplying the furniture, interior decorations, etc., etc., for the new Government Buildings?

Have the Government supplied specifications and asked for tenders for all such necessary fixtures and materials?

If so, who were the tenderers?

The Hon. Mr. Martin replied as follows:—

"1. No.

"2. Yes; where it was practicable and in the public interest to do so.

"3. The B. C. Furniture Co., Weiler Bros., Robertson & Co., Muirhead & Mann, McKilloch & Anderson, E. G. Prior & Co., Thos. Dunn & Co., Nicholles & Renouf, McLennan & McFady, Geo. Hinton, Richardson, Ellson & Co., Farmer, Brindley & Co., and D. McIntosh & Co."

Pursuant to Order, the House resumed the adjourned debate on the following Resolution, moved by Mr. Cotton:—

Whereas the development of the agricultural interests would be to the advantage of the Province; and

Whereas the simplification of the titles to land, by facilitating its transfer and enabling a lender to ascertain, at a trifling cost and with absolute certainty, the borrower's title to the security offered, would be of advantage to this industry; and

Whereas, by the Assessment Act as it at present stands, no provision is made by which the assessment of the owner is limited to the amount of his interest in the property, i. e., the value of the equity of redemption, or the assessed value, less the amount of the encumbrances; and the owner of an encumbered property is thus called upon to contribute a larger proportion of taxation than his interest, so limited, would justify; and

2 8TH APRIL 1897

Whereas, both as regards the question of simplicity and security of title and the question of relief from inequitable taxation, the solution would benefit most immediately and to the greatest extent the agricultural interest:

This House is of opinion that the Government should give these questions immediate and careful consideration, and should, during the present Session, introduce such legislation as would secure to this interest the benefits set forth.

Mr. Booth moved—That the debate be adjourned until this day three months.

The motion was carried on the following division:—

YEAS:

Messieurs

Smith,
Kellie,
Mutter,
Baker,
Turner,

Martin,
Rithet,
Adams,
Booth,

Stoddart,
Pooley,
Eberts,
Bryden,

Rogers,
Huff,
Irving,
Braden—17.

supply was carried and into committee with the chair. The vote of the committee rose and reported

introduced the following were read a first time: Trustees and Executors and the Provincial Voting Regulation Act to women the privilege

adjourned at 10:30 p.m.

EDINGS

ish Columbia.

7.

Two O'CLOCK, P. M.

was Resolved,—
the Lieutenant-Governor in all papers, letters and writings and Western Railway Company Subsidy Act, 1896," and all

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to do so.
Muirhead & Mann, McKillop & Renouf, McLennan & Co., and D. McIntosh

on the following Resolution,

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three months.

Rogers,
Huff,
Irving,
Braden—17.

NAYS:
Messieurs
Kennedy, Macpherson, Semlin, Helmcken,
Hume, Kidd, Cotton, Walkem—11.
Forster, Williams, Graham,

The Order for the second reading of Bill (No. 52) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was discharged.

The second reading of Bill (No. 53) intituled "An Act to amend the 'Poison Act,'" was negatived on the following division:—

YEAS:
Messieurs
A. Jedy, Macpherson, Semlin, Helmcken,
Hume, Kidd, Cotton, Baker,
Forster, Williams, Graham, Bryden—12.

NAYS:
Messieurs
Smith, Martin, Walkem, Huff,
Kellie, Adams, Pooley, Irving,
Mutter, Booth, Eberts, Braden—15.
Turner, Stoddart, Rogers,

Mr. Forster asked the Hon. the Minister of Finance the following question:—
"What is the assessed value of the railway, plant, and coke ovens of Union Colliery Co., Comox?"

The Hon. Mr. Turner replied as follows:—
"\$65,000, exclusive of railway."

Mr. Forster asked the Hon. the Minister of Finance the following questions:
Are the dwelling houses and buildings used in connection with the operation of the Union Coal Mines situated on lands comprised within the Esquimalt and Nanaimo Railway Land Grant?

If so, are the said dwelling houses and buildings, and the land on which they are situate, assessed for taxes?

If not, why not?

The Hon. Mr. Turner replied as follows:—

"No.
"They are assessed."

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8TH APRIL

3

Pursuant to Order, the House again resolved itself into Committee of Supply.

(IN THE COMMITTEE.)

6. Resolved, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Lieutenant-Governor's Office, to 30th June, 1898.

7. Resolved, That a sum not exceeding \$2,002 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Premier of the Province, to 30th June, 1898.

8. Resolved, That a sum not exceeding \$10,432 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Provincial Secretary's Department, to 30th June, 1898.

9. Resolved, That a sum not exceeding \$16,288 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Finance Department, to 30th June, 1898.

10. Resolved, That a sum not exceeding \$4,884 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Agricultural Department, to 30th June, 1898.

11. Resolved, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Education and Immigration Department, to 30th June, 1898.

12. Resolved, That a sum not exceeding \$19,570 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Lands and Works Department, to 30th June, 1898.

13. Resolved, That a sum not exceeding \$10,600 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Attorney-General's Department, to 30th June, 1898.

14. Resolved, That a sum not exceeding \$20,904 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Land Registry Offices, to 30th June, 1898.

15. Resolved, That a sum not exceeding \$14,508 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Revenue Services, to 30th June, 1898.

16. Resolved, That a sum not exceeding \$2,700 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Provincial Timber Inspectors, to 30th June, 1898.

17. Resolved, That a sum not exceeding \$3,240 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Inspectors of Mines, to 30th June, 1898.

18. Resolved, That a sum not exceeding \$2,208 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Provincial Library, to 30th June, 1898.

19. Resolved, That a sum not exceeding \$4,800 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Bureau of Mines, to 30th June, 1898.

20. Resolved, That a sum not exceeding \$3,500 be granted to Her Majesty to defray the expenses of Civil Government (Salaries), Temporary Assistance, to 30th June, 1898.

21. Resolved, That a sum not exceeding \$23,592 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Supreme and County Courts, to 30th June, 1898.

22. Resolved, That a sum not exceeding \$4,034 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Sheriffs, to 30th June, 1898.

23. Resolved, That a sum not exceeding \$4,670 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Stipendiary Magistrates, to 30th June, 1898.

24. Resolved, That a sum not exceeding \$55,492 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Provincial Police, to 30th June, 1898.

25. Resolved, That a sum not exceeding \$6,898 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Victoria, to 30th June, 1898.

26. Resolved, That a sum not exceeding \$11,404 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, New Westminster City, to 30th June, 1898.

27. Resolved, That a sum not exceeding \$6,216 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, East Kootenay District, to 30th June, 1898.

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Hon. Premier Turner resumed the debate on Mr. Cotton's motion, urging the government to take up the question of the simplification of the titles to land and the relief of the "inequitable taxation" under the Assessment Act. He believed he had before called this a double-barreled resolution, and said that it was a very poor thing to offer to the farmer. It was quite true, as the hon. gentleman said, that there was great distress among the farmers. He believed a matter was now in a forward state to relieve the farmers from that distress. Hon. gentlemen opposite had said during the budget debate that if we got public works begun in the province the farmer would be helped legitimately. He himself questioned whether any other form of help would be as good as that. He pointed out before, that in offering the farmer the Torrens system the mover was offering worse than a stone. How that system would relieve the farmer he could not at all understand, and he did not think any farmers would be found to say that the system would help them. What the farmers wanted was a market and easy access to it. At the present time there was a good prospect that the farmers—especially in the district which the mover referred to specially—would be given that. They read in the resolution that the simplification of the titles to land, by facilitating its transfer and enabling a lender to ascertain, at a trifling cost and with absolute certainty, the borrower's title to the security offered, would be of advantage to this industry. He thought if farmers were satisfied with such a proposition as that they must be easily gulled indeed. He did not believe that one farmer would accede that it would give him any alleviation of the trouble that existed at the present time. The reference to the Assessment Act was an old, old story. Every one knew the actual position at the present time. The farmers unfortunately had arranged for themselves that they should pay that tax. That was the actual position. The resolution if carried out in its entirety would mean double taxation to farmers. He did not think the house favored the motion.

Mr. Booth complimented the hon. member for Vancouver on his ingenuity in drawing up the motion. The present system of land titles was, however, in his opinion, quite good enough. There had been no complaint from the farmers about it. He did not see that any good would result from changing the system to the Torrens system. To allow the hon. member to take this part of the resolution away from the mortgage tax motion he moved that the debate be adjourned to this day three months.

Mr. Semlin, in opposing the amendment, declared that they all knew the agricultural interest had been suffering for years past and it was suffering now more than any other class. The hon. member for the Islands (Mr. Booth) had said there were other classes suffering as badly. He would like to know what classes they were. As to the Torrens system, after conversation with legal gentlemen he was satisfied that the sooner the system was adopted, the better for the province. He could see no reason in voting down the resolution. On the contrary, if the government allowed it to pass and acted upon it, the assistance they could give under it would be very acceptable to the farmers.

Mr. Helmcken was opposed to the three months' motion, as the resolution was of importance to many interests in the country. The matter ought not to be treated in a light way and it was just as well to put an end to the question whether we should have the Torrens system or not.

Hon. Mr. Eberts remarked that he would only deal with the Torrens system part of the resolution.

Mr. Speaker—The motion is that the debate be adjourned for three months.

Hon. Mr. Eberts said it was most reasonable to adjourn the resolution for three months, particularly because of a point he would draw attention to. That point referred to the Torrens system. He asked the house to note the fact that the Torrens system was on the books at the present day. In the first year that a registration system was passed in British Columbia—1860—section 20 gave the most complete Torrens system. That section set out that after a man had been in possession of land for five years he was entitled to a certificate of indefeasible title which was good against the whole world, even the crown. That first act had to a certain extent been modified under the present system of registration.

38. *Resolved*, That a sum not exceeding \$10,176 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, West Kootenay District, to 30th June, 1898.

39. *Resolved*, That a sum not exceeding \$5,382 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Cariboo District, to 30th June, 1898.

8TH APRIL

1897

30. *Resolved*, That a sum not exceeding \$1,140 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Cassiar District, to 30th June, 1898.

31. *Resolved*, That a sum not exceeding \$2,244 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Yale and Ashcroft, to 30th June, 1898.

32. *Resolved*, That a sum not exceeding \$5,388 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Kamloops, to 30th June, 1898.

33. *Resolved*, That a sum not exceeding \$3,120 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Okanagan, to 30th June, 1898.

34. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Similkameen and Osoyoos, to 30th June, 1898.

35. *Resolved*, That a sum not exceeding \$2,160 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Kettle River, to 30th June, 1898.

36. *Resolved*, That a sum not exceeding \$7,234 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Nanaimo City, to 30th June, 1898.

37. *Resolved*, That a sum not exceeding \$2,760 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Cowichan-Alberni District, to 30th June, 1898.

38. *Resolved*, That a sum not exceeding \$1,260 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Comox, to 30th June, 1898.

39. *Resolved*, That a sum not exceeding \$1,692 be granted to Her Majesty to defray the expenses of Administration of Justice (Salaries), Police and Gaols, Lillooet District, to 30th June, 1898.

40. *Resolved*, That a sum not exceeding \$3,475 be granted to Her Majesty to defray the expenses of Legislation, Mr. Speaker, \$1,500; Clerk of the House, \$700; Law Clerk, \$500; Sergeant-at-Arms and Messengers, \$775; to 30th June, 1898.

41. *Resolved*, That a sum not exceeding \$19,800 be granted to Her Majesty to defray the expenses of Legislation, Indemnity to Members (\$3 @ \$600), to 30th June, 1898.

42. *Resolved*, That a sum not exceeding \$3,640 be granted to Her Majesty to defray the expenses of Legislation, Mileage, to 30th June, 1898.

43. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Legislation, Registration of Voters and Revision of Voters' Lists, to 30th June, 1898.

44. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Legislation, Expenses of Elections, to 30th June, 1898.

45. *Resolved*, That a sum not exceeding \$2,500 be granted to Her Majesty to defray the expenses of Legislation, Contingent Fund, to 30th June, 1898.

46. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Legislation, Journals and Statutes Binding, to 30th June, 1898.

47. *Resolved*, That a sum not exceeding \$34,678 be granted to Her Majesty to defray the expenses of Public Institutions (Maintenance), Printing Office, Victoria, to 30th June, 1898.

48. *Resolved*, That a sum not exceeding \$3,500 be granted to Her Majesty to defray the expenses of Public Institutions (Maintenance), Bureau of Mines, to 30th June, 1898.

49. *Resolved*, That a sum not exceeding \$5,112 be granted to Her Majesty to defray the expenses of Public Institutions (Maintenance), Provincial Museum, to 30th June, 1898.

50. *Resolved*, That a sum not exceeding \$37,658 be granted to Her Majesty to defray the expenses of Public Institutions (Maintenance), Asylum for the Insane, New Westminster, to 30th June, 1898.

51. *Resolved*, That a sum not exceeding \$11,892 be granted to Her Majesty to defray the expenses of Public Institutions (Maintenance), Provincial Home, Kamloops, to 30th June, 1898.

52. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Provincial Jubilee Hospital, Victoria, \$8,000 (and an

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8TH APRIL

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additional \$2,000 provided that Victoria City contributes not less than \$5,000), to 30th June, 1898.

The Chairman reported the Resolutions passed and asked leave to sit again.
Report to be considered to-morrow.
Committee to sit again this evening.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

House again in Committee of Supply.

(IN THE COMMITTEE.)

53. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, New Westminster, to 30th June, 1898.

54. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Cariboo, to 30th June, 1898.

55. *Resolved*, That a sum not exceeding \$4,500 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Nanaimo, to 30th June, 1898.

56. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Kamloops, to 30th June, 1898.

57. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Vancouver, to 30th June, 1898.

AN THE act to-day stood when a man had been registered for seven years he might apply for a certificate of registered title. He would call particular attention to the fact that although 20,973 certificates of title had been issued in Victoria alone, only 525 applications had been made for certificates of indefeasible title. That led him to believe that people were well satisfied with the present system. Mr. Williams asked if the hon. member was not travelling outside the rules.

Mr. Speaker said the Attorney-General must confine himself to the motion before the house.

Hon. Mr. Eberts claimed that he might show that it was in the best interest of the country that the debate should be adjourned, and that was what he was trying to do. He was anxious to place this matter impartially and fairly before the house. The introducing of the Torrens system at the present day would be a great change upon the country and would not be beneficial to the farmers.

Mr. Williams submitted that the hon. member was out of order.

Mr. Cotton expressed surprise that the government acquiesced in the motion to adjourn, and—

Hon. Mr. Eberts claimed the floor as he had only been waiting for the Speaker's ruling. This was a most important matter. Possibly he was wrong in saying the debate ought to be adjourned for three months, but there were reasons why the resolution should not pass. Hon. gentleman opposite seemed very loth to hear exactly what was the truth with regard to the Torrens system. The Torrens system would not benefit the farmers.

Mr. Williams again claimed that the Attorney-General was going beyond the motion of Mr. Booth.

Hon. Mr. Eberts was again proceeding when the Speaker ruled him out of order.

Hon. Mr. Eberts said hon. gentlemen on the other side of the house were evidently desirous not to hear his remarks and he would say nothing more.

Major Muttter certainly objected to the Torrens system, but he did not want the debate adjourned; he wished it concluded once for all.

Mr. Cotton also objected to the adjournment. He said it would place the government in an uncomfortable and inconsistent position. He based that statement on facts. In 1892 a deputation saw the government about the mortgage tax—

Mr. Speaker said the hon. member was out of order and he should confine himself to the motion.

After some further small talk the three months' hiatus was carried by 17 votes to 11 on the following division:

Ayes—Pooley, Eberts, Baker, Martin, Turner, Rogers, Huff, Irving, Bryden, Hihet, Adams, Booth, Stoddart, Smith, Kellie, Muttter, Braden—17.

Nays—Williams, Semlin, Cotton, Hume, Kennedy, Forster, Graham, Kidd, Macpherson, Helmcken, Walkem—11.

Mr. Kennedy moved the second reading of the Poisons bill. The bill was he stated in the public safety. He thought the object—the prevention of accidental poisoning—was an object they should all strive for. The whole gist of the matter was in section 3 which ran as follows:

"Notwithstanding anything contained in any other act of this legislature, it shall not be lawful to sell any poison, either by wholesale or retail, unless the

bag, bottle, vessel, wrapper or cover in which such poison is contained be distinctly labelled with the name of the article and the word 'Poison,' and with the name and address of the seller of the poison, and it shall not be lawful to

sell any liquid poison unless the same be put in a blue bottle having its outer surfaces covered with sharp or raised points blown or made in the same, and it shall not be lawful to sell any of the

poison which are enumerated in Schedule "A" of this act to any person, unknown to the seller, unless introduced by some person known to the seller, and on every sale of any such article the seller shall, before delivery, make, or cause to be made an entry in a book to be kept for that purpose, in the form set forth in

schedule "B" of this act, stating the date of the sale, the name and address of the purchaser, the name and quantity of the article sold, and the purpose for which it is stated by the purchaser to be required, to which entry the signature of the person (if any) who introduced him or her shall be affixed; and for the purposes of this section the person on whose

58. *Resolved*,

expenses of Hospital

59. *Resolved*,

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60. *Resolved*,

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30th June, 1898.

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June, 1898.

76. *Resolved*,

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—Pooley, Eberts, Baker, Martin,
Rogers, Huff, Irving, Bryden,
Adams, Booth, Stoddart, Smith,
Lutter, Braden—17.

—Williams, Semlin, Cotton,
Kennedy, Foster, Graham,
Meperson, Helmcken, Walkem

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be lawful to sell any poison,
wholesale or retail, unless the

e, vessel, wrapper or cover in
ch poison is contained be dis-
labelled with the name of the
d the word 'Poison,' and with
e and address of the seller of

n, and it shall not be lawful to
iquid poison unless the same
a blue bottle having its outer
covered with sharp or raised

own or made in the same, and
of be lawful to sell any of the
high are enumerated in Sched-
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the seller, unless introduced

e person known to the
ad on every sale of any
ticle the seller shall, be-
very, make, or cause to be

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ose, in the form set forth in
B' of this act, stating the date

, the name and address of the
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y by the purchaser to be re-
which carry the signature of

(if any) who introduced him
it be affixed; and for the pur-
a section the person on whose

241

behalf any sale is made by any ap-
pice or servant shall be deemed to be the
seller; provided that the provisions of
this section shall not apply to the sales
by wholesale to retail dealers in the
ordinary course of wholesale dealing,
nor to any medicine for internal use sup-
plied by a legally qualified medical prac-
titioner to a patient, nor to any article
when forming part of the ingredients of
any medicine for internal use disposed
of by a person under the direction of a duly
qualified medical practitioner, provided
that such medicines be labelled with the
name and address of the seller, and the
ingredients thereof be entered in a book
to be kept by the seller for that purpose;
nor to such medicines known as 'nos-
trums.' "

Mr. Kellie remarked that it seemed
him that there was a great deal of poison
sold in smooth bottles at the present
time. (Laughter.) He could not sup-
port the measure. He thought druggists
should label poisons.

Mr. Smith said he would vote against the
bill. No druggist that he had spoken to
favored the principle.

Dr. Walkem drew attention to dis-
crepancies in the bill. The bill would
strike at all the small stores in the pro-
vince, and would result in a few cents
worth of poison being put in a fifty-cent
bottle.

Mr. Semlin said the whole object of
the bill was the preservation of human
life. The mover asked that the bill
should be allowed to go into committee
and be there amended. That was a reason-
able request. His hon. friend wanted
death-dealing medicines put in rough
bottles. Several sad accidents had hap-
pened because this had not been done.
He cordially supported the suggestion
that the bill should go to committee.

Capt. Irving and Mr. Rogers opposed
the bill.

Hon. Mr. Martin could not see that
the object the hon. gentleman had in
view would be gained by passing the
bill, and he would vote against the
second reading.

The motion for the second reading was
lost by 16 to 10.

Mr. Forster asked the Minister of
Finance:

1. What is the assessed value of the
railway, plant and coke ovens of Union
Colliery, Co., Comox?

2. Are the dwelling houses and build-
ings used in connection with the opera-
tion of the Union coal mines situated on
lands comprised within the Esquimalt
and Nanaimo railway land grant?

3. If so, are the said dwelling houses
and buildings, and the land on which
they are situate, assessed for taxes? If
not, why not?

Hon. Mr. Turner replied:

1. Sixty-five thousand dollars, ex-
clusive of railway.

2. No.

3. They are not situated on that land,
but they are assessed for taxes.

The house went into committee to
supply, Mr. Booth in the chair.

58. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, East Kootenay, Golden, to 30th June, 1898.

59. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Nelson, to 30th June, 1898.

60. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital, Union, Comox, to 30th June, 1898.

61. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Hospital Allowance, Fort Simpson, to 30th June, 1898.

62. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, Refuge Home, Victoria, to 30th June, 1898.

63. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of destitute poor and sick, to 30th June, 1898.

64. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Clinton, to 30th June, 1898.

65. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Ashcroft, to 30th June, 1898.

66. *Resolved*, That a sum not exceeding \$750 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Nicola, to 30th June, 1898.

67. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Spallumcheen, to 30th June, 1898.

68. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Public Works, In aid of Resident Physician, lower part of Cariboo District, to 30th June, 1898.

69. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Mission, Okanagan, to 30th June, 1898.

70. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Salt Spring Island, to 30th June, 1898.

71. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Hospitals and Charities, In aid of Resident Physician at Englishman's River, to 30th June, 1898.

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72. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works, In aid of Resident Physician, West Coast, to 30th June, 1898.

73. *Resolved*, That a sum not exceeding \$16,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Summoning and paying Jurors and Witnesses, to 30th June, 1898.

74. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Prosecution and Interpreters, to 30th June, 1898.

75. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Expenses of Inquests, to 30th June, 1898.

76. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Criminal Punishments, to 30th June, 1898.

77. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Rewards, to 30th June, 1898.

78. *Resolved*, That a sum not exceeding \$18,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Keep of Prisoners, to 30th June, 1898.

79. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Rents, to 30th June, 1898.

80. *Resolved*, That a sum not exceeding \$9,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Special Constables, to 30th June, 1898.

81. *Resolved*, That a sum not exceeding \$18,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Transport of Constables and Prisoners, to 30th June, 1898.

82. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Administration of Justice (other than Salaries), Miscellaneous, to 30th June, 1898.

83. *Resolved*, That a sum not exceeding \$13,586 be granted to Her Majesty to defray the expenses of Education, Education Office, to 30th June, 1898.

84. *Resolved*, That a sum not exceeding \$18,500 be granted to Her Majesty to defray the expenses of Education, Victoria City District, to 30th June, 1898.

85. *Resolved*, That a sum not exceeding \$18,000 be granted to Her Majesty to defray the expenses of Education, Vancouver City District, to 30th June, 1898.

86. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Education, New Westminster City District, to 30th June, 1898.

87. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Education, Nanaimo City District, to 30th June, 1898.

88. *Resolved*, That a sum not exceeding \$6,529 be granted to Her Majesty to defray the expenses of Education, North Victoria District, to 30th June, 1898.

89. *Resolved*, That a sum not exceeding \$8,670 be granted to Her Majesty to defray the expenses of Education, South Victoria District, to 30th June, 1898.

90. *Resolved*, That a sum not exceeding \$5,760 be granted to Her Majesty to defray the expenses of Education, Esquimalt District, to 30th June, 1898.

91. *Resolved*, That a sum not exceeding \$8,125 be granted to Her Majesty to defray the expenses of Education, Cowichan-Alberni District, to 30th June, 1898.

92. *Resolved*, That a sum not exceeding \$11,756 be granted to Her Majesty to defray the expenses of Education, North Nanaimo District, to 30th June, 1898.

93. *Resolved*, That a sum not exceeding \$7,585 be granted to Her Majesty to defray the expenses of Education, South Nanaimo District, to 30th June, 1898.

94. *Resolved*, That a sum not exceeding \$10,738 be granted to Her Majesty to defray the expenses of Education, Comox District, to 30th June, 1898.

95. *Resolved*, That a sum not exceeding \$54,404 be granted to Her Majesty to defray the expenses of Education, New Westminster District, to 30th June, 1898.

96. *Resolved*, That a sum not exceeding \$33,603 be granted to Her Majesty to defray the expenses of Education, Yale District, to 30th June, 1898.

97. *Resolved*, That a sum not exceeding \$17,653 be granted to Her Majesty to defray the expenses of Education, West Kootenay District, to 30th June, 1898.

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pice or servant shall be deemed to be the
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2. Are the dwelling houses and build-
ings used in connection with the opera-
tion of the Union coal mines situated on
lands comprised within the Esquimalt
and Nanaimo railway land grant?

3. If so, are the said dwelling houses
and buildings, and the land on which
they are situate, assessed for taxes? If
not, why not?

Hon. Mr. Turner replied:

1. Sixty-five thousand dollars, ex-
clusive of railway.

2. No.

3. They are not situated on that land,
but they are assessed for taxes.

The house went into committee to
supply, Mr. Booth in the chair.

The \$1,500 for the lieutenant-govern-
or's office was passed, but Mr. Semlin
protested against the \$2,000 asked for
the premier's office. He claimed that
the \$4,000 paid the premier as finance-
minister was enough.

Hon. Mr. Turner said \$1,000 was for
stenographer and other assistants, who
also did work for other departments. The
vote was passed, as also \$121,136 for civil
government salaries, and \$166,862 for ad-
ministration of justice salaries. The
\$31,115 for legislation, which included
\$19,800 for members' allowance, was
voted without discussion.

On the vote for \$3,500, bureau of
mines, Hon. Col. Baker stated in reply
to questions that when they got into the
new building, the mines office would in-
clude an assay office, laboratory and mu-
seum of minerals, which they hoped to
make very complete. There would be
a course of instruction in the winter
time and at the end a stiff examination
would be held and certificates would be
given to those who passed. The course
would be open to the whole world. The
vote was passed, together with all the
votes for public institutions, transpor-
tation, in all \$92,840.

At 5:45 p.m. the committee rose and
reported progress and asked leave to sit
again.

Continued on page eight.

98. *Resolved*, That a sum not exceeding \$3,085 be granted to Her Majesty to defray the expenses of Education, East Kootenay District, to 30th June, 1898.
99. *Resolved*, That a sum not exceeding \$4,146 be granted to Her Majesty to defray the expenses of Education, Lillooet District, to 30th June, 1898.
100. *Resolved*, That a sum not exceeding \$2,105 be granted to Her Majesty to defray the expenses of Education, Cariboo District, to 30th June, 1898.
101. *Resolved*, That a sum not exceeding \$2,866 be granted to Her Majesty to defray the expenses of Education, Cassiar District, to 30th June, 1898.
- Schedule. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Education, unforeseen contingencies (all districts), to 30th June, 1898.
102. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Transport, Charges on Remittances, to 30th June, 1898.
103. *Resolved*, That a sum not exceeding \$13,000 be granted to Her Majesty to defray the expenses of Transport, Travelling Expenses of Officers on Duty, to 30th June, 1898.
104. *Resolved*, That a sum not exceeding \$48.50 be granted to Her Majesty to defray the expenses of Rent, Government House, Victoria, to 30th June 1898.
105. *Resolved*, That a sum not exceeding \$15,000 be granted to Her Majesty to defray the expenses of Revenue Services, Commissions, Courts of Appeal, Travelling Expenses and Miscellaneous, to 30th June, 1898.
106. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Victoria, to 30th June, 1898.
107. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, New Westminster, to 30th June, 1898.
108. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Vancouver, to 30th June, 1898.
109. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Nanaimo, to 30th June, 1898.
110. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Yale District, to 30th June, 1898.
111. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Lillooet District, to 30th June, 1898.
112. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Cariboo District, to 30th June, 1898.
113. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, East Kootenay District, to 30th June, 1898.
114. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Port Simpson, to 30th June, 1898.
115. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, North Riding, West Kootenay District, to 30th June, 1898.
116. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, South Riding, West Kootenay District, to 30th June, 1898.
117. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Cowichan-Alberni District, to 30th June, 1898.
118. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Repairs to Government Buildings, Comox District, to 30th June, 1898.

119. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Provincial Home, Kamloops (sundry requirements), to 30th June, 1898.
120. *Resolved*, That a sum not exceeding \$20,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Asylum for the Insane, (new wing, fencing, &c.), to 30th June, 1898.
121. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Furniture for Government Offices, to 30th June, 1898.
122. *Resolved*, That a sum not exceeding \$2,500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Improvement of Government Reserves, to 30th June, 1898.
123. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Law Courts, Victoria (repairs), to 30th June, 1898.
124. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Court House, Vernon (vault), to 30th June, 1898.
125. *Resolved*, That a sum not exceeding \$12,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Gaol at Kamloops, to 30th June, 1898.
126. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Gaol at Nelson, to 30th June, 1898.
127. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up and Recorder's Office, Grand Forks, to 30th June, 1898.
128. *Resolved*, That a sum not exceeding \$700 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Greenwood City, to 30th June, 1898.

After Recess.

The house again went into Committee of Supply, taking up the vote of \$45,480 for hospitals and charities. A long discussion took place on the expenditure of money in Kamloops hospital, and Mr. Sword moved that the vote of \$3,000 be laid over. The motion was defeated.

Hon. Mr. Turner informed Mr. Cotton that there would probably be a vote in the supplementary estimates towards a women's wing to the Vancouver hospital.

Mr. Kennedy pointed out that the women of Westminster were making an up-hill fight to keep up an institution in the Royal City, and he asked for assistance to that building.

Hon. Col. Baker promised consideration, but he pointed out that there were demands from all over the province and they must stop somewhere. The vote of \$78,700 for administration of justice other than salaries, was passed. On the item, \$242,111 for education, Hon. Col. Baker remarked that the want of a Normal school was the weak spot in the education system. He hoped they would have such a school at no distant date.

The education vote was then passed and the public works items were taken up and the whole vote of \$395,160, including \$15,000 for surveys, was voted.

Hon. Premier Turner was proceeding with the miscellaneous expenditure when,

Mr. Semlin said—You can't get through, sir, until morning, because there are items which we will have to discuss at length.

Hon. Mr. Turner—We will begin the miscellaneous at all events. The items in miscellaneous expenditure were then all put through with little debate until the \$3,500 for the agent-general was reached.

Mr. Cotton then said he did not see

what good the agent-general did. Canada had a very efficient high commissioner. The province had no need for an ornamental immigration agent. The gold mines would bring here all the people we wanted. He urged that the vote should be struck out.

Premier Turner thought this was just the time when we should have an agent in London, and, in fact more should be paid on the agent-general's office. Other provinces were represented in very good style. He did not know what those representatives were paid, but he believed that it was more than British Columbia paid its agent-general.

Mr. Semlin thought the money would be much better expended here in the province. In his opinion the agent-general's office was not doing any good to British Columbia.

The item was passed, and the remainder of the estimates were then voted, the last passing amid cheers.

The committee rose and reported the estimates.

The house adjourned at 12:20 a.m.

FORTY-FIRST DAY.

From Our Own Correspondent.

VICTORIA, April 8.—After voting down Mr. Cotton's resolution re the Torrens system and refusing the second reading to Mr. Kennedy's Poisons' bill, the House went into committee of supply and Premier Turner incidentally stated that the Government were considering the placing of an item in the supplementary estimates to aid in the construction of a women's wing to the Vancouver hospital. Mr. Kennedy urged the claim of the New Westminster women's hospital and the Government will consider the matter. Among the votes passed affecting Vancouver are the following:—\$5,713, land registry office; \$3,120, revenue service; \$5,173 administration of justice, salaries; \$750, Stipendiary and Small Debts Magistrate; \$5,000, hospital; education, \$13,000; repairs public buildings, Vancouver and New Westminster, \$500 each; \$20,000 roads, streets, &c., in New Westminster district; \$1,500 road Popcum to Chilliwack; \$500 each fire department of Vancouver and Westminster and Royal Agricultural Society (New Westminster) \$1,000. The whole of the estimates were put through. The House kept pegging away from 3 to 5:30 and from 5:30 to past midnight.

129. *Resolved*, That the expenses of Public Works (Works and Buildings), to 30th June, 1898.

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After Recess.

se again went into Committee taking up the vote of \$45,450 for the Kamloops hospital, and Mr. Turner informed Mr. Cotton would probably be a vote in elementary estimates towards a wing to the Vancouver hospital. Mr. Turner pointed out that the Westminster were making an attempt to keep up an institution in City, and he asked for assistance. Mr. Baker promised consideration. Mr. Turner pointed out that there were on all over the province and stop somewhere. The vote on administration of justice salaries, was passed. On the 111 for education, Hon. Col. marked that the want of a school was the weak spot in the system. He hoped they would such a school at no distant date. A motion was then passed public works items were taken a whole vote of \$395,160, in-000 for surveys, was voted. Mr. Turner was proceeding miscellaneous expenditure.

Mr. Turner said -- You can't get it, until morning, because items which we will have to length.

Turner -- We will begin the at all events. The items on expenditure were then up with little debate until the agent-general was then said he did not see the agent-general did. Can-very efficient high commis-a province had no need for tal immigration agent. The would bring here all the peo-ple. He urged that the vote rock out.

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29-97

Y-FIRST DAY.

correspondent.

April 8. -- After voting ton's resolution re the n and refusing the sec-Mr. Kennedy's Poisons' went into committee of wister Turner incident-t the Government were placing of an item in ary estimates to aid in of a women's wing to hospital. Mr. Kennedy s of the New Westmin-ospital and the Govern-her the matter. Among d affecting Vancouver g:--\$5,712, land registry enue service; \$5,175 ad-justice, salaries; \$750, Small Debt's Magis-ospital; education, \$15. New Westminster, \$15. le buildings, Vanou-estminster, \$500 each; trees, etc., in New-trict; \$1,500 road Pop-ck; \$500 each fire de-couwer and Westmin-Agricultural Society et) \$1,000. The whole ere put through. The ng away from 3 to 5:30 past midnight.

129. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, South-East Kootenay, to 30th June, 1898.
130. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Alberni, to 30th June, 1898.
131. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Trail, to 30th June, 1898.
132. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Thurlow Island, to 30th June, 1898.
133. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Slocan, to 30th June, 1898.
134. *Resolved*, That a sum not exceeding \$250 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Lock-up, Chemainus (repairs), to 30th June, 1898.
135. *Resolved*, That a sum not exceeding \$1,750 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Recorder's Office, Kaslo (addition, including vault), to 30th June, 1898.
136. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Rossland (construction and furniture), to 30th June, 1898.
137. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Trail (construction and furniture), to 30th June, 1898.
138. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Kaslo (construction and furniture), to 30th June, 1898.
139. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Sandon (construction and furniture), to 30th June, 1898.

60 VICT.

8TH APRIL.

9

140. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, New Denver (construction and furniture), to 30th June, 1898.
141. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, South-East Kootenay, to 30th June, 1898.
142. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Clinton (construction and furniture), to 30th June, 1898.
143. *Resolved*, That a sum not exceeding \$1,200 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Grand Forks (construction and furniture), to 30th June, 1898.
144. *Resolved*, That a sum not exceeding \$700 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Nicola Valley (construction and furniture), to 30th June, 1898.
145. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Camp Slough (construction and furniture), to 30th June, 1898.
146. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Steveston (construction and furniture), to 30th June, 1898.
147. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Stave River (construction and furniture), to 30th June, 1898.
148. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Greenwood (construction and furniture), to 30th June, 1898.
149. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Nelson (addition), to 30th June, 1898.
150. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Wellington (addition), to 30th June, 1898.
151. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Union Mines (addition), to 30th June, 1898.
152. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Departure Bay (addition), to 30th June, 1898.
153. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public School, Maple Ridge (addition), to 30th June, 1898.
154. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Works and Buildings), Public Schools throughout the Province (repairs, etc.), to 30th June, 1898.
155. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Repairs to Building, to 30th June, 1898.
156. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Furniture, to 30th June, 1898.
157. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Fuel and Light, to 30th June, 1898.
158. *Resolved*, That a sum not exceeding \$150 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Water, to 30th June, 1898.
159. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Improving Grounds, to 30th June, 1898.
160. *Resolved*, That a sum not exceeding \$100 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Fencing, to 30th June, 1898.

Hon. Mr. TURNER continued the debate on Mr. Cotton's motion in favor of the Torrens' system and the rearrangement of the taxation under the Assessment act. The Premier said that he had nothing much more to say about this matter. It first came up so long ago that he had almost forgotten what he said then. If he remembered aright he called this resolution a sort of double-barrelled blunderbuss, but now he was almost inclined to believe that it was more barrelled than that and that it would recoil on the mover.

Mr. COTTON: I am not afraid of that.

Hon. Mr. TURNER said this was a very poor thing to feed the farmer on. He thought the hon. gentleman said the farmers were in great distress and he quite believed it. He believed, however, also that a matter was now going forward to relieve the farmers. He had been said that if they not public works going on in the Province they would prove a means of helping the farmers. That was a legitimate form of help and he understood no other assistance would be so good as that. He did not think the proposition of the hon. gentleman as to the Torrens' system would relieve agriculture at all, nor did he believe that a single farmer thought he would really be helped by it in any shape. What the farmers wanted was a market and easy access to it, and that the Government were hoping soon to give them. As to the Assessment act the actual position of that matter was that the farmers themselves had arranged that they should pay the tax. This resolution if carried out in its entirety would double farmers' taxes. It was really a step in the direction of single tax and would take the tax off personal property and place it on the land, that was to say, on the farmer. He did not think that the sense of the House was with the resolution and he thought it ought to be voted down. (Cheers.)

Mr. BOOTH said this old friend of theirs had been before the House for a long time. The present system of land titles' registration was good enough. He moved the adjournment of the debate to that day three months.

Mr. SEMLIN opposed the motion. He said they all knew the agricultural interest had been suffering for years past, and it was suffering now more than any other class. The Government claimed to be anxious to help the farmer and they had an excellent opportunity

of doing so by agreeing to the resolution and carrying out its recommendations.

Hon. Mr. EBERTS said the resolution was divided into two parts, but he would deal only with the part that really referred to the Torrens' system.

Mr. SPEAKER said he must confine himself to Mr. Booth's motion to adjourn the debate.

Hon. Mr. EBERTS presumed that he could discuss whether it was reasonable to adjourn the resolution and he particularly wished to show that it was reasonable to adjourn that part that referred to the Torrens' system. He called attention to the fact that the Torrens' system was on the book at the present day. In the first year a registration system was passed in British Columbia--1860--and section 20 gave the most complete Torrens' system. That section set out that after a man had been in possession of land for five years he was entitled to a certificate of indefeasible title which was good against the whole world except the Crown. That first act had to a certain extent been modified under the present system of registration. As the act to-day stood, when a man had been registered for seven years he might apply for a certificate of registered title. In the city of Victoria alone there had been over 20,000 ordinary registrations but only 500 people had applied for certificates of indefeasible title and he thought that showed that they were satisfied with the present system and did not think they had anything to fear under it.

The hon. gentleman's remarks were continually interrupted by points of order from the Opposition and at last

Hon. Mr. EBERTS said it seemed that they did not want to hear the truth with reference to this matter and he would, therefore, not proceed further.

After some further discussion the three months' hoist was carried by 17 to 11.

Mr. KENNEDY moved the second reading of his Poisons bill. He said the whole principle of the bill was in the clause 3 as follows: "Notwithstanding anything contained in any other act of this Legislature, it shall not be lawful to sell any poison, either by wholesale or retail, unless the bag, bottle, vessel, wrapper or cover in which such poison is contained be distinctly labelled with the name of the article and the word 'Poison,' and with the name and address of the seller of the poison, and it shall not be lawful to sell any liquid poison unless the same be put in a blue bottle having its outer surface

161. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Gardener, to 30th June, 1898.
162. *Resolved*, That a sum not exceeding \$150 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Miscellaneous, to 30th June, 1898.
163. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), North Victoria District, to 30th June, 1898.
164. *Resolved*, That a sum not exceeding \$9,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), South Victoria District, to 30th June, 1898.
165. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Esquimalt District (\$2,000 for San Juan Valley), to 30th June, 1898.
166. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cowichan-Alberni District (Cowichan Division, \$6,000; Alberni Division, \$4,000), to 30th June, 1898.
167. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), North Nanaimo District, to 30th June, 1898.
168. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), South Nanaimo District, to 30th June, 1898.
169. *Resolved*, That a sum not exceeding \$9,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Comox District, to 30th June, 1898.
170. *Resolved*, That a sum not exceeding \$30,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Westminster District (not in municipalities), to 30th June, 1898.
171. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, North Riding, to 30th June, 1898.
172. *Resolved*, That a sum not exceeding \$18,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, East Riding, to 30th June, 1898.
173. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, West Riding, to 30th June, 1898.
174. *Resolved*, That a sum not exceeding \$3,800 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Lillooet District, East Riding, to 30th June, 1898.
175. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Lillooet District, West Riding, to 30th June, 1898.
176. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cariboo District, to 30th June, 1898.
177. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cassiar District, to 30th June, 1898.
178. *Resolved*, That a sum not exceeding \$15,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), East Kootenay District, to 30th June, 1898.
179. *Resolved*, That a sum not exceeding \$20,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), West Kootenay District, North Riding, to 30th June, 1898.
180. *Resolved*, That a sum not exceeding \$16,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), West Kootenay District, South Riding, to 30th June, 1898.

181. *Resolved*, That a sum not exceeding \$24,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Main Trunk Road (Sections 1 and 2, \$4,000; Sections 3 and 4, \$10,000; Sections 5 and 6, \$10,000), to 30th June, 1898.
182. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Victoria-Nanaimo Trunk Road (Goldstream Division, \$1,000; Cowichan Division, \$1,000), to 30th June, 1898.
183. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Nanaimo-Alberni Trunk Road, to 30th June, 1898.
184. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Nanaimo-Comox Trunk Road, to 30th June, 1898.
185. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road from Duncans to Cowichan Lake (repairs), to 30th June, 1898.
186. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Cowichan Lake, to 30th June, 1898.
187. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road to Rupert Arm, to 30th June, 1898.
188. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Otter Point (extension), to 30th June, 1898.
189. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, China Creek Mines, Alberni District, to 30th June, 1898.
190. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Popcum to Chilliwhack, to 30th June, 1898.

covered with shampo or raised soap blown or made in the same, and it shall not be lawful to sell any of the poisons which are enumerated in Schedule 'A' of this act to any person unknown to the seller, unless introduced by some person known to the seller, and on every sale of any such article the seller shall, before delivery, make, or cause to be made, an entry in a book to be kept for that purpose, in the form set forth in Schedule 'B' of this act, stating the date of the sale, the name and address of the purchaser, the name and quantity of the article sold, and the purpose for which it is stated by the purchaser to be required, to which entry the signature of the purchaser and of the person (if any) who introduced him or her shall be affixed; and for the purposes of this section the person on whose behalf any sale is made by any apprentice or servant shall be deemed to be the seller: Provided that the provisions of this section shall not apply to sales by wholesale to retail dealers in the ordinary course of wholesale dealing, nor to any medicine for internal use supplied by a legally qualified medical practitioner to a patient, nor to any article when forming part of the ingredients of any medicine for internal use dispensed by a person under the direction of a duly qualified medical practitioner, provided that such medicines be labelled with the name and address of the seller, and the ingredients thereof be entered in a book to be kept by the seller for that purpose; nor to such medicines known as 'nostrums.'

After a short debate the second reading was defeated.

The House then went into Committee of supply and voted the following: Civil Government, salaries, \$12,125; administration of justice, salaries, \$15,282; legislation, \$31,114, including \$19,800 indemnity to members; public institution, maintenance, \$92,840; hospitals and charities \$45,450.

On the vote for \$3,500, Bureau of Mines, Hon. Col. Baker stated in reply to questions that when they got into the new building, the mines office would include an assay office, laboratory and museum of minerals, which they hoped to make very complete. There would be a course of instruction in assaying and mineralogy in the winter time and at the end of a stiff examination would be held and certificates would be given to those who passed. The course would be open to the whole world. The vote was passed, together with all the votes for public institutions, maintenance, in all \$92,840.

At 5:45 p.m. the committee rose and reported progress and asked leave to sit again.

AFTER RECESS.

The House again went into committee of supply taking up the item \$45,450 for hospitals and charities. Mr. Kennedy asked for a further increase to New Westminster hospital. It was now getting \$4,000. The hospital had to take in patients who were brought down on the railway and the city had to pay for them. The vote was not increased.

On the vote of \$5,000 for Vancouver hospital Mr. Cotton said it cost the people of the city between \$20,000 and \$30,000. Though Victorians only gave \$5,000 to the Jubilee hospital the Government gave the institution \$30,000. He thought the Vancouver vote might be increased.

Hon. Mr. TURNER said the Government intended to put a vote in the supplementary estimates to go towards the women's wing and therefore the money would be available this year instead of next.

Mr. KENNEDY asked for assistance to New Westminster Women's hospital.

Hon. Col. BAKER said the matter was under consideration. The whole vote was passed. The vote of \$75,700 for administration of justice, other than salaries, was passed. On the item \$242,111 for education Dr. WALKER urged the establishment of a Normal school.

Hon. Col. BAKER said the want of a Normal school was the weak spot in the system. He hoped they would have such a school at no distant date as it was greatly wanted. The whole vote was passed and the items of the public works vote, \$336,352, were taken up one by one. Hon. Col. Baker explained the vote of \$20,000 for enlarging New Westminster Asylum for the insane by building a new wing to remove the congregation.

Hon. Mr. BRIGHTS said the item \$1,000 for a road from the head of Harrison Lake to Douglas was to give communication to the new mines discovered there. The road superintendent had recommended the building of the road. The whole public works estimate was passed after two hours' discussion.

The items in miscellaneous expenditures were next dealt with. As the vote for the Agent-General, \$3,500.

Mr. COTTON did not see what good the Agent-General did. Canada had a very efficient High Commissioner. The Province had no need for an ornamental immigration agent. The gold mines would bring in all the

191. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Miscellaneous, to 30th June, 1898.

192. *Resolved*, That a sum not exceeding \$150 be granted to Her Majesty to defray the expenses of Public Works (Government House, Victoria), Miscellaneous, to 30th June, 1898.

193. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), North Victoria District, to 30th June, 1898.

194. *Resolved*, That a sum not exceeding \$9,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), South Victoria District, to 30th June, 1898.

195. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Esquimalt District (\$2,000 for San Juan Valley), to 30th June, 1898.

196. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cowichan-Alberni District (Cowichan Division, \$6,000; Alberni Division, \$4,000), to 30th June, 1898.

197. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), North Nanaimo District, to 30th June, 1898.

198. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), South Nanaimo District, to 30th June, 1898.

199. *Resolved*, That a sum not exceeding \$9,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Comox District, to 30th June, 1898.

200. *Resolved*, That a sum not exceeding \$30,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Westminster District (not in municipalities), to 30th June, 1898.

201. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, North Riding, to 30th June, 1898.

202. *Resolved*, That a sum not exceeding \$18,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, East Riding, to 30th June, 1898.

203. *Resolved*, That a sum not exceeding \$7,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Yale District, West Riding, to 30th June, 1898.

204. *Resolved*, That a sum not exceeding \$3,800 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Lillooet District, East Riding, to 30th June, 1898.

205. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Lillooet District, West Riding, to 30th June, 1898.

206. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cariboo District, to 30th June, 1898.

207. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Cassiar District, to 30th June, 1898.

208. *Resolved*, That a sum not exceeding \$15,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), East Kootenay District, to 30th June, 1898.

209. *Resolved*, That a sum not exceeding \$20,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), West Kootenay District, North Riding, to 30th June, 1898.

210. *Resolved*, That a sum not exceeding \$16,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), West Kootenay District, South Riding, to 30th June, 1898.

211. *Resolved*, That a sum not exceeding \$24,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Main Trunk Road (Sections 1 and 2, \$4,000; Sections 3 and 4, \$10,000; Sections 5 and 6, \$10,000), to 30th June, 1898.

212. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Victoria-Nanaimo Trunk Road (Goldstream Division, \$1,000; Cowichan Division, \$1,000), to 30th June, 1898.

213. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Nanaimo-Alberni Trunk Road, to 30th June, 1898.

214. *Resolved*, That a sum not exceeding \$8,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Nanaimo-Comox Trunk Road, to 30th June, 1898.

215. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road from Duncans to Cowichan Lake (repairs), to 30th June, 1898.

216. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Cowichan Lake, to 30th June, 1898.

217. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road to Rupert Arm, to 30th June, 1898.

218. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Otter Point (extension), to 30th June, 1898.

219. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, China Creek Mines, Alberni District, to 30th June, 1898.

220. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Popcum to Chilliwhack, to 30th June, 1898.

share or raised some in the same, and it shall to sell any of the golds enumerated in Schedule 'A' any person unknown to less introduced by some to the seller, and on any such article the self delivery, make, or made, an entry in a book for that purpose, in the for Schedule 'B' of this act, ate of the sale, the name of the purchaser, the name of the article sold, and for which it is stated by to be required, to which nature of the purchaser (if any) who intro- her shall be affixed; and oses of this section the hose behalf any sale is y avocance or servant ed to be the seller. Fro e provisions of this sec- apply to sales by whole- dealers in the ordinary esale dealing, nor to any internal use supplied by ified medical practitioner nor to any article which or the ingredients of any internal use dispensed by r the direction of a duly cal practitioner, provid- medicines be labelled with address of the seller, and s thereof be entered in ept by the seller for that to such medicines known

debate the second read-
then went into Committee
d voted the following:
ment, salaries, \$121,726;
of justice, salaries,
ation, \$11,114, including
ity to members: public
aintenance, \$32,840; hos-
arties \$45,450.
e for \$3,500, Bureau of
ol. Baker stated in reply
that when they got into
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and mineralogy in the
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would be held and certi-
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TER RECESS.
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TURNER said the Govern-
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DDY asked for assistance
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AKER said the matter
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AKER said the want of
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BERTS said the item \$1-
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miscellaneous expendi-
t deal with. As the
gent-General, \$1,500.
N did not see what road
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ould bring here all the

191. *Resolved*, That a sum not exceeding \$5,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Lilloet to Lytton, to 30th June, 1898.

192. *Resolved*, That a sum not exceeding \$4,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, 150-Mile House to Quennelle, to 30th June, 1898.

193. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road to Horsefly (108-Mile Section, \$500; 150-Mile Section, \$500), to 30th June, 1898.

194. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Cayoosh Creek (aid in construction), to 30th June, 1898.

195. *Resolved*, That a sum not exceeding \$3,500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road to Jackson Basin Mining Camp (aid in construction), to 30th June, 1898.

196. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Granite Creek to Princeton, to 30th June, 1898.

197. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves) Road to Coal Hill, Kamloops, to 30th June, 1898.

198. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Head of Harrison Lake to Douglas, to 30th June, 1898.

199. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Bella Coola Valley, to 30th June, 1898.

12

8TH APRIL.

1897

200. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Fire Valley, to 30th June, 1898.

201. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Revelstoke Settlement, to 30th June, 1898.

202. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Lake Hill Avenue (graveling), to 30th June, 1898.

203. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Road, Glanford Avenue (graveling), to 30th June, 1898.

204. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Trail, Ucluelet-Clayoquot, to 30th June, 1898.

205. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Trail, Cowichan-Alberni, to 30th June, 1898.

206. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Trail, Nanaimo Lake to Nitinat, to 30th June, 1898.

207. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Trail, Hazelton to Omineca (repairs), to 30th June, 1898.

208. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Stave River (aid to municipality), to 30th June, 1898.

209. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Nikomekel, to 30th June, 1898.

210. *Resolved*, That a sum not exceeding \$2,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Coquitlam River (aid to municipality), to 30th June, 1898.

211. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Kanaka Creek (aid to municipality), to 30th June, 1898.

212. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Sumas Municipality (aid to municipality), to 30th June, 1898.

213. *Resolved*, That a sum not exceeding \$2,250 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Kicking Horse River, Golden (aid in construction), to 30th June, 1898.

214. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Lilloet River (repairs), to 30th June, 1898.

215. *Resolved*, That a sum not exceeding \$1,200 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Tulameen River (construction), to 30th June, 1898.

216. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Veddar Creek (repairs), to 30th June, 1898.

217. *Resolved*, That a sum not exceeding \$400 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridge, Sooke River (Healey's), to 30th June, 1898.

218. *Resolved*, That a sum not exceeding \$3,500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Bridges, Trent and Tsable Rivers, to 30th June, 1898.

219. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Moresby Island, to 30th June, 1898.

people we wanted. He urged that the vote should be struck out.

Premier TURNER thought this was just the time when we should have an agent in London and in fact more should be paid on the agent-general's office. Other Provinces were represented in very good style. He did not know what those representatives were paid but he believed it was more than British Columbia paid its Agent-General. Through that office our large syndicate at least had been formed to deal with our mines and he believed more had been started through the same agency.

Mr. SEMLIN thought the expense would be much better expended here in the Province. In his opinion the Agent-General's office was not doing any good to British Columbia. The item was agreed to and after a short discussion on the item \$12,000 for the migration the whole of the estimates were voted amid applause.

The committee rose and reported the estimates.

The House adjourned at 30 minutes after midnight.

News Advertiser
Apr-10-97.

From Our Own Correspondent.

FORTY-FIRST DAY—THURSDAY.
Victoria, April 8.—The House met at 2 p. m., and prayers were read by Rev. J. B. Haslam.

Mr. Williams moved, seconded by Mr. Semlin for all papers, letters and writings relating to the security required to be deposited by the Columbia and Western Railway Company under section 8 of the "Columbia and Western Railway Subsidy Act, 1896," and all orders in council relating thereto. Agreed to.
Mr. Forster moved, seconded by Mr. Hume for a return showing the amount of money received by the Government, and the services rendered for such amounts, by Mr. Rattenbury, architect, agreed to.

LAND TITLES AND TAXATION.

HON. MR. TURNER resumed the adjourned debate on the motion by Mr. Cotton, as follows:

"Whereas the development of the agricultural interests would be to the advantage of the Province; and whereas the simplification of the titles to land by facilitating its transfer and enabling a lender to ascertain, at a trifling cost, and with absolute certainty, the borrower's title to the security offered, would be of advantage to the industry; and whereas, by the Assessment Act as it at present stands, no provision is made by which the assessment of the owner is limited to the amount of his interest in the property, i. e., the value of the equity of redemption, or the assessed value, less the amount of the encumbrances; and the owner of an encumbered property is thus called upon to contribute a larger proportion to taxation than his interest, so limited, would justify; and whereas, both as regards the question of simplicity and security of title and the question of relief from inequitable taxation, the solution would benefit most immediately and to the greatest extent the agricultural interest: This House is of opinion that the Government should give these questions immediate and careful consideration, and should, during the present session, introduce such legislation as would secure to this interest the benefits set forth."

The Premier said that no better form of help could be extended to the farmers than the extension of public works throughout the Province. He could not see how introducing the Torrens system would afford the farmers any relief at all. What they want is easy access to market. That the Government would endeavor to give them. He pointed out that the States of Washington and Oregon, from which all, or nearly all, the cheap produce which floods our markets now comes, have not nearly so good roads as we have in this Province. He failed entirely to see how, if the ideas mentioned in the resolution were adopted, they would in any way alleviate the position of the farmers. He did not see how the House could support the motion and he felt confident it would not.

MR. FORSTER rose to correct an expression used by the Premier, which he claimed referred to single tax. It reminded him of a story he had heard

220. *Resolved*, That a sum not exceeding \$400 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Bedwell Bay, Pender Island, to 30th June, 1898.
221. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Valdez Island (Quashish Cove), to 30th June, 1898.
222. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Texada Island (Pulley Bay), to 30th June, 1898.
223. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Thurlow Island, to 30th June, 1898.
224. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Wharf, Salmon Arm, to 30th June, 1898.
225. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Soda Creek Ferry Subsidy, to 30th June, 1898.
226. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Chimney Creek Ferry Subsidy, to 30th June, 1898.
227. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Canoe Creek Ferry Subsidy, to 30th June, 1898.
228. *Resolved*, That a sum not exceeding \$900 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Thompson River Ferry Subsidy (Kamloops), to 30th June, 1898.
229. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Big Bar Ferry Subsidy, to 30th June, 1898.
230. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Savona Ferry Subsidy, to 30th June, 1898.
231. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Spence's Bridge Ferry Subsidy, to 30th June, 1898.
232. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Public Works (Roads, Streets, Bridges, and Wharves), Fraser River Ferry Subsidy (near 20-Mile Post, Pavilion), to 30th June, 1898.
233. *Resolved*, That a sum not exceeding \$15,000 be granted to Her Majesty to defray the expenses of Public Works, Surveys throughout the Province, to 30th June, 1898.
234. *Resolved*, That a sum not exceeding \$12,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Advertising, to 30th June, 1898.
235. *Resolved*, That a sum not exceeding \$13,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Stationery, to 30th June, 1898.
236. *Resolved*, That a sum not exceeding \$6,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Postage and Expressage, to 30th June, 1898.
237. *Resolved*, That a sum not exceeding \$2,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Telegrams, to 30th June, 1898.
238. *Resolved*, That a sum not exceeding \$6,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Fuel and Light, to 30th June, 1898.
239. *Resolved*, That a sum not exceeding \$1,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Library—Legislative, to 30th June, 1898.
240. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Library—Departmental, to 30th June, 1898.
241. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Refunds, to 30th June, 1898.
242. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Premium on Guarantee Bonds, to 30th June, 1898.

243. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Victoria, to 30th June, 1898.
244. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Nanaimo, to 30th June, 1898.
245. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, New Westminster, to 30th June, 1898.
246. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Vancouver, to 30th June, 1898.
247. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Barkerville, to 30th June, 1898.
248. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Kamloops, to 30th June, 1898.
249. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Donald, to 30th June, 1898.
250. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Golden, to 30th June, 1898.
251. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Nelson, to 30th June, 1898.
252. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Vernon, to 30th June, 1898.
253. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Rossland, to 30th June, 1898.
254. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Revelstoke, to 30th June, 1898.
255. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Kaslo, to 30th June, 1898.
256. *Resolved*, That a sum not exceeding \$200 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Union, to 30th June, 1898.

During the time of the agitation against the Wilson Tariff Bill. The question was put to an Irishman. If he knew anything about the Wilson Bill. "Yes, sir," was the answer. "I know all about that bill." "Well tell us what you know about it," went on his interlocutor. "Begorra I know that if Mr. Wilson is a gentleman he will pay that bill," was the answer. That was about the extent of the knowledge of members of the Government on single tax.

MR. BOOTH complimented the member for Vancouver on his ingenuity in drawing up the motion. The present system of land sales was, however, in his opinion, quite good enough. There had been no complaint from the farmers about it. He did not see that any good would result from changing to the Torrens system. To allow the mover to take this part of the resolution away from the mortgage tax motion he moved that the debate be adjourned to this day three months.

MR. SEMLIN objected to this proposition to skirt a direct vote on a resolution intended to avert some alleviation of the condition of the farmers. He held that the House should divide on the main motion. He referred in feeling terms to the condition of the Fraser River flood sufferers, and those farmers who have lost their stock through the inclement winter. It is time, if we are to change our land title system, that it is done. If the Government desire to show sympathy with the farmers they should support the resolution to simplify dealings with land and remove the double taxation now imposed on mortgaged property. The farmers are entitled to special consideration as the most important class in the country, and he hoped that the House would not vote for the three months' halt.

HON. MR. EBERTS said the resolution was an unreasonable one, particularly that portion of it which referred to the introduction of the Torrens system. As a matter of fact the registration system in our law to-day is a Torrens system. In evidence of that he would go back to the first year—1858 or 1860—when we had a registration system, and he read section 30 of the act then in force to the effect that when an owner had held possession for five years he could

secure an indefeasible title against everyone but the Crown if no incumbrances were registered against his title. The present system, which requires a man to be in possession for seven years before he can obtain an indefeasible title, was inaugurated in this Province after the emanation of a report from the English House of Commons on the subject of land title. The fact that in Victoria, for instance, 20,722 certificates of title have been issued with but 525 certificates of indefeasible title, led him to believe that the people of the Province are satisfied with our present system of registration, and that it is a very good one indeed. If the people thought their titles were unsafe, or that the titles were in the future liable to be impugned, they would have taken advantage of the Registration Act and applied for indefeasible titles which would be good as against the whole world except the Crown.

Mr. Semlin asked the Speaker if the Attorney-General was not travelling outside the limits of discussion as laid down in rule 301.

The Speaker ruled that the Attorney-General was out of order, and must confine himself to the matter of the amendment, that the debate be adjourned to that day three months.

HON. MR. EBERTS said that he was giving his reasons why the debate should be adjourned for three months.

Mr. Cotton was surprised that the Government should acquiesce in the suggestion that this motion should be adjourned for three months.

The Speaker said that the Attorney-General had the floor.

HON. MR. EBERTS—"Do you hold that I can explain why I would vote that this motion be adjourned for three months?"

The Speaker said that the hon. gentleman could not go into the whole question.

HON. MR. EBERTS said that it would appear that the Opposition were afraid to face the question as they would shrink to stop him on points of order. All he wanted to do was to show the true relation of the Torrens system, and what effect its introduction would have on the country; he wished to show them

257. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Victoria, to 30th June, 1898.
258. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Nanaimo, to 30th June, 1898.
259. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, New Westminster, to 30th June, 1898.
260. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Vancouver, to 30th June, 1898.
261. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Barkerville, to 30th June, 1898.
262. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Kamloops, to 30th June, 1898.
263. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Donald, to 30th June, 1898.
264. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Golden, to 30th June, 1898.
265. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Nelson, to 30th June, 1898.
266. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Vernon, to 30th June, 1898.
267. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Rossland, to 30th June, 1898.
268. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Revelstoke, to 30th June, 1898.
269. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Kaslo, to 30th June, 1898.
270. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Union, to 30th June, 1898.

271. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Victoria, to 30th June, 1898.
272. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Nanaimo, to 30th June, 1898.
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283. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Kaslo, to 30th June, 1898.
284. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Union, to 30th June, 1898.

The Chairman reported the Report to be received to-morrow.

The House continued to sit.

Resolved, That the House, do then adjourn.

And then the House adjourned.

The House continued to sit.

Resolved, That the House, do then adjourn.

And then the House adjourned.

The House continued to sit.

Resolved, That the House, do then adjourn.

And then the House adjourned.

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And then the House adjourned.

The House continued to sit.

Resolved, That the House, do then adjourn.

And then the House adjourned.

The House continued to sit.

Resolved, That the House, do then adjourn.

And then the House adjourned.

NOTICE

By Mr. Hume.—On Monday, April 13, 1897, at 10 o'clock, A.M., in the Land Registry office at Nelson, a notice was given to establish a Land Registry Office at Nelson.

By Mr. Kennedy.—On Wednesday, April 15, 1897, at 10 o'clock, A.M., in the Land Registry office at Nelson, a notice was given to establish a Land Registry Office at Nelson.

the resolution against the Bill. The question was, if he knew anything, Bill. "Yes, sir," was the answer. "You know about that Bill," was the question. "No, sir," was the answer. "But if Mr. Wilson is a pay that Bill," was the question. "No, sir," was the answer. "It was about the extension of members of a single tax," was the question. "No, sir," was the answer. "The present law was, however, in good enough. There was no reason for the amendment from the farmers. He did not see that any from changing to the to allow the mover to the resolution away go tax motion be made be adjourned to the."

to the proposition to vote on a resolution to come an alleviation of the farmers. He should divide on the resolution in favour of the Farmers, and those farmers their stock through the land title system, the Government they with the farmers support the resolution with land and taxation now imposed on the farmers. The farmers al consideration as they in the country, the House would not months host.

He said the resolution was one, particularly which referred to the Torrens system. As registration system, a Torrens system, he would go back 1868 or 1869—when the system, and he act then in force when an owner had 10 years he could title against every if no incumbrances against his title. The which requires a man for seven years be an indefeasible title, this Province after report from the Registrar on the subject act that in Victoria, certificates of title with but 625 certificates title, led him to the of the Province our present system that it is a very the people thought unsafe, or that the future liable to be did have taken registration Act and the title which would the whole world ex-

the Speaker if the was not travelling of discussion as laid that the Attorney-General, and must consider of the amendments be adjourned to the.

He said that he was giving the debate should three months.

He said that the sequence in the suggestion should be adjourned to the.

He said that the Attorney-General.

He said that he would hold that I would vote that adjourned for three that the hon. gentleman into the whole question said that it would opposition was adjourned as they wanted in on points of order, do was to move the Torrens system, and reduction would have wished to show that

257. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Miscellaneous, Fire Department, Quesselle, to 30th June, 1898.
258. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Reporting Judges' Decisions, to 30th June, 1898.
259. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Agricultural Societies, to 30th June, 1898.
260. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Fruit Growers' Association, to 30th June, 1898.
261. *Resolved*, That a sum not exceeding \$250 be granted to Her Majesty to defray the expenses of Miscellaneous, Flockmasters' Association, to 30th June, 1898.
262. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Dairymen's Association, to 30th June, 1898.
263. *Resolved*, That a sum not exceeding \$1,800 be granted to Her Majesty to defray the expenses of Miscellaneous, Telephone Service, to 30th June, 1898.
264. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, British Columbia Agricultural Association, in aid of an Exhibition, to 30th June, 1898.
265. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Royal Agricultural and Industrial Society of British Columbia, in aid of an Exhibition, to 30th June, 1898.
266. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Destruction of Wolves, Panthers and Coyotes, to 30th June, 1898.
267. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Miscellaneous, In aid of Militia, to 30th June, 1898.
268. *Resolved*, That a sum not exceeding \$800 be granted to Her Majesty to defray the expenses of Miscellaneous, In aid of Provincial Rifle Association, to 30th June, 1898.
269. *Resolved*, That a sum not exceeding \$250 be granted to Her Majesty to defray the expenses of Miscellaneous, Board of Examiners, "Land Surveyors' Act," to 30th June, 1898.
270. *Resolved*, That a sum not exceeding \$1,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Board of Horticulture—Travelling Expenses, etc., to 30th June, 1898.

60 VICT.

8TH APRIL.

15

271. *Resolved*, That a sum not exceeding \$240 be granted to Her Majesty to defray the expenses of Miscellaneous, Superannuation—Monthly allowance to G. Cowan, late Registrar County Court, Cariboo, 12 months to 30th June, 1898, @ \$20 per month.
272. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Miscellaneous, Superannuation—Monthly allowance to C. H. F. Blake, late guard, Victoria Gaol, 12 months to 30th June, 1898, @ \$25 per month.
273. *Resolved*, That a sum not exceeding \$1,600 be granted to Her Majesty to defray the expenses of Miscellaneous, In aid of Communication with Remote Settlements, to 30th June, 1898.
274. *Resolved*, That a sum not exceeding \$728 be granted to Her Majesty to defray the expenses of Miscellaneous, Provincial Exhibit at Imperial Institute, London—annual proportion of cost for Curator, staff and maintenance, £150 = \$728, to 30th June, 1898.
275. *Resolved*, That a sum not exceeding \$500 be granted to Her Majesty to defray the expenses of Miscellaneous, Obtaining Agricultural Statistics, to 30th June, 1898.
276. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Lithographing Maps, to 30th June, 1898.
277. *Resolved*, That a sum not exceeding \$7,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Provincial Board of Health, including salaries (Act 1893), to 30th June, 1898.
278. *Resolved*, That a sum not exceeding \$300 be granted to Her Majesty to defray the expenses of Miscellaneous, Poultry Shows, to 30th June, 1898.
279. *Resolved*, That a sum not exceeding \$600 be granted to Her Majesty to defray the expenses of Miscellaneous, Interest on Deposits, "Suitsors' Fund Act, 1890," to 30th June, 1898.
280. *Resolved*, That a sum not exceeding \$10,000 be granted to Her Majesty to defray the expenses of Miscellaneous, not detailed, to 30th June, 1898.
281. *Resolved*, That a sum not exceeding \$3,500 be granted to Her Majesty to defray the expenses of Miscellaneous, Salary of Agent-General, 12 mos. to 30th June, 1898, \$2,500; rent and office contingencies, \$1,000, to 30th June, 1898.
282. *Resolved*, That a sum not exceeding \$3,000 be granted to Her Majesty to defray the expenses of Miscellaneous, Immigration, miscellaneous requirements, to 30th June, 1898.

The Chairman reported the Resolutions passed and asked leave to sit again.
Report to be received to-morrow.
Committee to sit again to-morrow.

The House continued to sit after midnight.

FRIDAY, 9th April, 1897.

Resolved, That the House, at its rising do stand adjourned until two o'clock, p. m., to-day.
And then the House adjourned at 12:20 o'clock, a. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Hume—On Monday next—Questions of the Hon. the Premier—
What action, if any, has been taken by the Government towards the establishment of a Land Registry office at Nelson, and the appointment of a Supreme Court Registrar at Rossland?
If no action has been taken with reference hereto, is it the intention of the Government to establish a Land Registry Office for the District of Kootenay? If so, when?

By Mr. Kennedy—On Wednesday next—
That Bill (No. 53) intituled "An Act to amend the 'Poison Act,'" be placed on the Orders of the Day for second reading on Wednesday next.

VICTORIA, B. C.:
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1897.

it would not only be of no benefit to the farmers, but a heavy charge upon the country.

Mr. Williams—"The hon. gentleman is out of order."

Hon. Mr. Eberts thought the matter most important, and one that ought to be faced. He did not think that the main resolution ought to pass, because in order to carry out the Torrens system an assurance fund would be necessary.

Mr. Williams took the point of order that the Attorney-General was discussing the main question.

Hon. Mr. Eberts contended that his remarks were in order.

The Speaker quoted May to show that the debate must not go beyond the amendment.

Hon. Mr. Eberts said apparently the Opposition did not wish to hear his remarks, so he would say nothing more on the matter, but move the adjournment of the debate.

MAJOR MUTTER objected to the resolution, but he wished to hear some discussion on the matter, and to have it disposed of now without further adjournment.

MR. HELMCKEN also was opposed to postponing the decision upon this motion. The question is of vital importance to the landed interest of the Province—far too important to be treated in the light-off-hand way. It would be well to set this matter at rest now so that we might know where we are.

MR. COTTON objected to the debate being adjourned. The Attorney-General, he said was well aware that the discussion on this resolution had been postponed from time to time, not because hon. members did not wish to speak on it, but in order to enable the Water Bill to go on, and on other occasions to enable the Government to proceed with their business. There was another reason why the debate should not be adjourned, viz: he did not wish to place the Government in the uncomfortable and inconsistent position they would be placed in before this House and the country. In 1892 a deputation had waited on the Government of which the present Premier was then a member, about this mortgage tax.

The Speaker said that personally he was fond of historical references, but the hon. member was out of order.
Mr. Cotton said that what he wanted to urge was that as a resolution had been carried in the House that the mortgage tax was an immediate attention—

Several Members—"No, no."
Dr. Walker—"Yes."

Mr. Cotton—"As I understand it the Government will not discuss the matter and stand before the country as saying that there is no necessity for action in this regard, and as saying that the mortgage tax is not inequitable."
Hon. Mr. Pooley asked if the hon. member were not out of order.

The Speaker ruled that the point of order was well taken.

The motion that the resolution be read this day three months was put and carried on the following division:

For—Messrs. Adams, Baker, Booth, Braden, Bryden, Eberts, Huff, Irving, Martin, McGregor, Metter, Pooley, Rithet, Rogers, Smith, Suddart and Turner—17.
Against—Messrs. Cotton, Forester, Graham, Helmcken, Hume, Kennedy, Kidd, Macpherson, Semlin, Walker and Williams—11.

UNION COLLIERY PROPERTY.

Replying to Mr. Forester, Hon. Mr. Turner said that the dwelling houses and buildings used in connection with the operation of the Union coal mines are not situated on land comprised within

Continued on Page 2.

the Esquimalt and Nanaimo Railway land grant, and that they are assessed for taxes. The assessed value of the plant and coke ovens of the Union Colliery Co., Comox, is \$65,000 exclusive of the railway.

SUPPLIES FOR NEW BUILDINGS.

Replying to Mr. Forester, Hon. Mr. Martin said that Mr. Rattenbury is not the purchasing agent for supplying furniture, interior decorations, etc., for the new Government buildings. The Government have supplied specifications and asked for tenders for all necessary fixtures and materials where it was deemed advisable in the public interest. The tenders were the B. C. Furniture Co., Weiler Bros., Robertson & Co., Muir-

James & Sons, Buchanan & Anderson, H. G. Price & Co., Dean & Co., Nichol & Son, McLennan & McFeeley, G. Hinton, Richardson, Elson & Co., Farmer, Brindley & Co., D. McIntosh & Co.

POISONS BILL.

MR. KENNEDY moved the second reading of the Poisons Bill. He said that the bill was brought in entirely in the interests of the public, and if passed the result would be to minimize the risk of accidental poisoning. He was quite prepared to accept such amendments in committee as the House might see fit, provided they did not impair the utility of the bill. Its main provision prohibited the sale of liquid poisons by retail otherwise than in blue bottles having the outer surface covered with sharp or raised points.

MR. KELLIE did not see any object to be gained by passing the bill and would not support it.

MR. SMITH said the druggists as a body were opposed to the passage of the bill, and he should vote against it.

DR. WALKER drew attention to discrepancies in the bill, and thought that the only way to amend it was to strike the whole bill out. The public should exercise due care in these matters.

MR. SEMLIN agreed that the bill be read a second time and then amended in committee.

CAPT. IRVING opposed the bill. MR. ROGERS said it was impossible to legislate against carelessness, and he would oppose the second reading.

HON. MR. MARTIN also spoke against the bill.

The motion for the second reading was lost on the following division:

For—Messrs. Bryden, Cotton, Forester, Graham, Helmcken, Hume, Kennedy, Kidd, Macpherson, Semlin and Williams—11.

Against—Messrs. Adams, Baker, Booth, Braden, Eberts, Huff, Irving, Martin, Mettler, Pooley, Rithet, Rogers, Smith, Stoddart, Turner and Walkem—16.

THE ESTIMATES.

The House went into committee of supply. Mr. Booth in the chair.

The item of \$10,452 for the Provincial Secretary's department brought a remark from Mr. Semlin for particulars. He pointed out that there was an increase in the salary of the chief clerk of \$120. In other civil services there is promotion by system, and that is what we ought to have. He considered the selection of one man in an office for an increase of salary a snub to the other employees.

Hon. Mr. Baker in reply said that the chief clerk in this department has been paid less than any of the other chief clerks and the work has increased very much of late. The two janitors appearing in the estimates were put down in view of their being required for the new Parliament buildings. Mr. Williams said the last statement was only a fore-runner of what may be expected when the expense of keeping up those buildings comes to be considered.

The item of \$4,000 for the salary of a Minister of Education and Immigration brought a question from Mr. Macpherson as to who draws this salary. Hon. Mr. Baker replied that while he does the work in addition to that of his other departments he does not get the salary, which is not drawn by any person. Mr. Macpherson said if that is the case it ought not to be on the estimates. Mr. Cotton said this was an old bone of contention, and he saw no reason why the item should not be struck out. Mr. Williams quite agreed with the last speaker. Mr. Semlin said the vote had been there year after year and had never been spent, and he objected to these defective items in the estimates. If there was any real object in asking for this vote he wanted to know it. The committee divided and the vote passed by 15 to 9.

On the vote in the Attorney-General's department of \$1,800 for a crown attorney, Dr. Walkem asked who is this crown attorney, and what is he supposed to do. He was in favor of having a crown attorney in each constituency so that travelling expenses would be saved, and it would do away with any jealousy in the legal profession. Hon. Mr. Eberts while desirous to curtail expenses, said it was impossible to adopt the system of county crown attorneys prevailing in Ontario.

On the vote of \$20,504 for Land Registry offices, Mr. Kellie asked if there is provision to be made for a Land Registry office for Kootenay. Hon. Mr. Eberts said the matter was under consideration.

Under Administration of Justice salaries, amounting to \$150,803. Dr. Walkem urged that the salary of the Registrar at Nanaimo should be raised. Mr. Kennedy wished to know why there is to be no Registrar in the New Westminster District but only a deputy. Hon. Mr. Eberts said there were matters of routine and the item passed.

On the vote for sheriffs Mr. Kennedy asked that sheriffs be paid by salary, instead of receiving fees as at present. Hon. Mr. Eberts did not see anything to be gained by changing the system.

Mr. Cotton wanted to know what "Small Debts" meant under the head of "Supplementary Magistrate Salaries." Hon. Mr. Eberts said it applied to but one case, John Forth gets \$200 for netting under the Small Debts Act in Kootenay.

easy and he turns the fees into the treasury. Mr. Cotton wished to know if the Government propose to change the present system of payment of Small Debts Court judges. Hon. Mr. Eberts said that the matter was now under consideration. He was waiting the returns asked for from these judges, and would act when he got the information. Dr. Walkem advocated that where a city pays the magistrate the fees should go to the city.

On the item of \$55,492 for "Provincial Police," Mr. Cotton inquired whether there is a uniform scale of pay for the constables. Hon. Mr. Eberts said the pay averages about \$65 per month and varies according to the cost of living in the different parts of the Province.

BUREAU OF MINES.

The appropriation of \$3,500 for the Bureau of Mines brought the inquiry from Dr. Walkem whether anything is to be done in this connection this year. Hon. Mr. Baker said that preparations are being made to have a laboratory fitted up in the new buildings, and a course of instruction in mineralogy and assaying would be given. The examination of those who take the course will be still enough to make the certificate it is proposed to grant well worth having. Steps will also be taken for the proper arrangement of specimens. Mr. Graham hoped there would be a short course which people who cannot spare the time for extended study will be able to attend.

AID TO HOSPITALS.

Hospitals and charities \$45,450, then came up. On the item of \$10,000 for the Jubilee Hospital at Victoria, Mr. Rogers contended that the Government should have made to do with the management of this institution. Mr. Kennedy agreed with this. Mr. Helmcken held that there were no complaints as to the management. There is not, he held, a better equipped, or better managed institution in the Province. Mr. Rogers said he had brought the matter up because of the complaints of residents of Victoria. Mr. Smith agreed with Messrs. Rogers and Kennedy. Hon. Mr. Eberts pointed out that the directors give their services free, and really manage the affairs of the institution admirably. It is a regrettable fact that they have much trouble to make both ends meet financially. Things are now, however, in a financial sense, better than they have been, and when opportunity offers improvement will be made in the hospital. Mr. Rogers said it is petty interference that is complained of, not the general management.

At 5:50 o'clock the House took recess until 8:15 p. m.

Upon reassembling, in answer to Mr. Kennedy, the Speaker said that the Poisons Bill could remain on the order paper if it was so wished. Mr. Kennedy said he would bring it on again for second reading.

The House again went into committee of supply. Mr. Booth in the chair. On the vote for \$4,000 for New Westminster Hospital, Mr. Kennedy said he would like to see that vote increased as many people are brought down the railway and treated in the hospital at the expense of the City. Dr. Walkem wished to know if the City Council had passed a resolution prohibiting the introduction of any patients not residents of the City. Mr. Kennedy said not to his knowledge.

On the vote of \$8000 for the hospital at Kamloops, Mr. Forester said he had been informed that the Medical Superintendent draws salaries from both

governments, and that two Chinamen are employed in the hospital. Hon. Mr. Martin said that the doctor is not over paid, nor, to his knowledge, has he any Dominion Government appointment, as Mr. Forester had said. The Chinese are employed in menial work uncongenial to white men. He was not in favor of Chinamen, but the duties of these are very disagreeable and he thought that there is no objection to their employment. Mr. Forester wanted to know if the Government receive any reports from the hospital, and Hon. Mr. Martin replied that they do. Mr. Forester said that \$1,500 was voted to this hospital last year, is there any report of how that was spent? Hon. Mr. Martin did not know, but he would accept that Mr. Forester said he would put a notice of motion on the paper respecting the matter. Dr. Walkem saw no reason why this institution alone should employ Chinese when others could get along without them. Mr. Semlin would like to know what control the Government has over the management of the affairs of this hospital. He did not think the doctor should get \$1,200 out of the \$3000—it is too large a proportion of the grant. Mr. Forester asked the average number of patients in the hospital. Hon. Mr. Martin said the hospital is full all the time. The doctor or his partner cannot be absent from the hospital for more than 24 hours without the sanction of the trustees. The Government Agent at Kamloops is one of the trustees. Hon. Mr. Eberts pointed out that this \$3000 is only a portion of the money contributed to the support of the hospital, which fills a long felt want in that locality. Mr. Forester pointed out that there was a deficit last year, and he thought \$1,200 a year too much for the doctor. Mr. Sword proposed to have the item laid over to get information, and made a motion to that effect. This was declared lost and the item passed.

On the vote of \$5000 for the hospital at Vancouver, Mr. Cotton pointed out that the building has had to be enlarged, not for the local sick, but really for the sick of the Province. The hospital has cost the City of Vancouver between \$20,000 and \$30,000 and while Victoria only gives \$5,000 to the Jubilee hospital, and receives an annual grant of \$10,000 from the Government Vancouver gets but \$5,000. He thought that this vote might be increased. Mr. Braden said the people of Victoria have contributed \$40,000 to the hospital. Dr. Walkem said contributions have been sent in to the Jubilee hospital from the whole Province. Captain Irving took the same ground as Mr. Cotton. Hon. Mr. Turner said the Government propose putting a vote in the Supplementary Estimates to add this hospital in construction of a women's wing.

Mr. Graham urged the claims of his district (East Yale) for aid to build a hospital. He hoped the Government would make some provision for this in the supplementary estimates. Mr. Smith advocated the building of a hospital at Lillooet. Mr. Kennedy wanted to know if there is to be anything in the supplementary estimates for the Woman's Hospital at New Westminster. Hon. Mr. Baker said the matter is under consideration, but there are a very large number of applications for hospitals and the Government must draw in their horns some time. Mr. Kennedy read the report of the Woman's Hospital at New Westminster in order to show that the institution is deserving of assistance. Dr. Walkem asked who owns the hospital. Mr. Kennedy said it is controlled by a board of directors. Mr. Adams favored aiding the institution. Mr. Kennedy said the building belongs to C. J. Major and is run by a board of women. He hoped the Government would make a small grant in order to enable them to make both ends meet.

GRANTS TO PHYSICIANS.

On the vote of \$1,000 in aid of a resident physician at Clinton, Mr. Macpherson wanted to know if there is only one resident physician in the district, and Mr. Stoddart replied in the affirmative. Mr. Macpherson said he would only object to giving grants where there are two or more resident physicians. Mr. Williams said that if there is only one physician in the Lillooet district, he should not receive this \$1,000 as he has the practice of the district. Mr. Smith replied that the district is so healthy that the doctor really needs

this grant. Mr. the inadequacy \$300 for the re-croft, and Hon. supplement it.

Dr. Walkem together with the men. Mr. Kellie Mr. Stoddart would go the way with the grant.

Mr. Macpherson the West Coast Mr. Huff said a

COST OF

On the vote Mr. Adams said he does to get a larger portion nation. He did not think should schools, when pe-riods are being given no benefit.

Hon. Mr. Baker education is increased each year have to be made small amount of the high schools later the municipalities will have towards the education is not yet.

Dr. Walkem paying too high and that they are tion to any of Mr. Forester offering any of the municipalities

On the item of a discussion arose Macpherson argued there should in all respect.

Agricultural reached. Mr. Sem vote should be

On the item of Hon. Mr. Turner that the matter procuring a site for Vancouver in un-

THE AGE

On the item of General in London he did not know is to the Province why we should Agent General. bringing all the people thought the out.

Hon. Mr. Turner the time when we extensive establishments over. All the old of this kind, good style. We a native in London years.

Mr. Kennedy cri-minal's last report has not been can properly. Mr. S said said the move in British Columbia that the Agent General very much a Agent General chances of getting grants. The off away with. Mr the vote, as it have some one wi the Province at London.

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QUESTIONS

Mr. Hume—Who been taken by the the establishment the at Nelson, at a Supreme Court if no action has-t action, is it the earnest to establish the for the district, where?

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this grant. Mr. Semlin proposed against
the inadequacy of the proposed vote of
\$300 for the resident physician at Ash-
croft, and Hon. Mr. Turner promised to
supplement it.

Dr. Walkem favored doing away alto-
gether with these grants to medical
men. Mr. Kellie quite agreed with him.
Mr. Stoddart would favor that if they
would go the whole way and do away
with the grants to hospitals too.

Mr. Macpherson waited to know where
the West Coast physician is to reside.
Mr. Huff said at either Taku or Uclulet.

COST OF EDUCATION.

On the vote for education, \$242,111.
Mr. Adams said that something should
be done to get the municipalities to bear
a larger portion of the expense of edu-
cation. He did not think that this Pro-
vince should spend money on High
Schools, when people in the outlying dis-
tricts are being heavily taxed and de-
rive no benefit from the expenditure.

Hon. Mr. Baker said the expense of
education is increasing about 10 per
cent each year and some change will
have to be made. It really is but a
small amount of the grant that goes to
the high schools, however. Sooner or
later the municipalities outside of the
cities will have to contribute something
towards the educational burden, but the
time is not yet.

Dr. Walkem considered that we are
paying too high salaries to the teachers,
and that they are paid out of propor-
tion to any of the other walks of life.

Mr. Forster opposed the idea of plac-
ing any of the burden of education on
the municipalities.

On the item of fuel and light \$6,000.
a discussion arose, Messrs. Smith and
Macpherson arguing that these commodi-
ties should in all cases be purchased by
tender.

Agricultural societies, \$3,000, being
reached, Mr. Semlin contended that the
vote should be enlarged.

On the item of \$600 in aid of mill-
lone. Hon. Mr. Turner informed Mr. Williams
that the matter of a grant in aid of
procuring a site for a new drill shed for
Vancouver is under consideration.

THE AGENT GENERAL.

On the item of \$3,500 for the Agent
General in London, Mr. Cotton said that
he did not know what good that official
is to the Province and he failed to see
why we should have an ornamental
Agent General. The gold mines will
bring all the people here we want and
he thought the vote should be struck
out.

Hon. Mr. Turner said that this is just
the time when we should have a more
extensive establishment in London than
ever. All the other provinces have of-
ficials of this kind, and they keep up very
good style. We should have a representa-
tive in London this year above all other
years.

Mr. Kennedy criticized the Agent Gen-
eral's last report and argued that he
has not been carrying out his duties
properly. Mr. Semlin opposed the vote
and said the money could be better spent
in British Columbia. He did not think
that the Agent General is exerting him-
self very much anyway. Having an
Agent General does not improve our
chances of getting the best class of emi-
grants. The office ought to be done
away with. Major Muttter supported
the vote, as it is necessary for us to
have some one who has the interests of
the Province at heart representing it in
London.

The item of \$3,000 for miscellaneous
Requirements of Immigration, the last
on the estimates, was then adopted and
the committee rose and reported the
resolutions complete amidst applause.

The House adjourned at 12.30 a.m.

QUESTIONS TO BE PUT.

Mr. Hume—What action, if any, has
been taken by the Government towards
the establishment of a land registry of-
fice at Nelson, and the appointment of
a Supreme Court Registrar at Rosland?
If no action has been taken in this con-
nection, is it the intention of the Gov-
ernment to establish a land registry of-
fice for the district of Kootenay?
Yes, where?

Colonist Apr 9-97

CANNY AND CAUTIOUS.

Mr. Rithet Displays the Green Light
For Victoria Friends of the
Kootenay Road.

The Prepared Resolution at Last
Night's Meeting Is Practically
Negatived.

"Advance With Caution" the Policy
to Be Adopted by Victoria
Citizens.

In orthodox railroad parlance, Mr.
R. P. Rithet showed the green light for
the benefit of Victorians at last night's
public meeting in the city hall, and
acting on the advice to "proceed with
caution," the resolution prepared by the
promoters of the meeting was set aside,
and an amendment of very different
tenor unanimously adopted. This was
after full and free discussion of the sub-
ject in which a large and orderly au-
dience manifested deep interest. Inci-
dentally, Mr. Rithet had something to
say in regard to public meetings which
appeared to strike a popular chord. He
took for his text the requisition, bearing
26 signatures in all, as a result of
which the meeting was convened, this
document reading thus:

"We, the undersigned ratepayers and
citizens of Victoria, desire that Your
Worship should call a meeting of the
citizens together to discuss the question
of aiding the construction of the Van-
couver, Victoria and Eastern Railway
and Navigation Company—a line from
the Coast to Kootenay—and to discuss
matters generally pertaining to railway
construction in this province."

Such a requisition at this, it was
maintained, left the public entirely in
the dark as to the real purpose of the
meeting. Surely the petitioners should
give some outline of their topic—if it
might not after all be desirable to make
a public meeting like a money-by-law,
only obtainable in the event of a certain
percentage of the citizens asking for it.

The Original Proposition.

Mayor Rodden being voted to the
chair, and Mr. E. L. Drury having been
chosen as secretary, the first speaker of
the evening was introduced in the per-
son of ex-Mayor John Grant. He pre-
sented his remarks with the statement
that the great question for Victorians to
consider at the present time was "what
shall we do to be saved"—as a city, and
in a purely commercial sense. The
answer was undoubtedly "build rail-
ways," for without railways how could
the rich mines of the province be opened
up or its vast areas of agricultural
land be made contributory to the
support of a large and industri-
ously population? Speaking from per-
sonal knowledge of the country, he
could testify to the value and extent of
its resources, and looking at the question
of connection with Kootenay, was it not
common sense to favor the direct route?
With such a road Victoria would be able
to do profitable trade with the upper
country—the Vancouver, Victoria and
Eastern railway appeared to be the
most practical project before the public
for Victoria, and hence he asked that
the citizens of Victoria give the road
their support. He quite agreed with
His Worship the Mayor that politics
should not enter into the discussion of
railway affairs. He thought, however,
that the governments of the country
should be continually reminded of Vic-
toria's rights, and of the fact that the
road now favored by the government was
unnecessarily indirect, and in conclud-
ing his remarks introduced the follow-
ing resolution:

"Whereas at a meeting held in this
hall on the evening of the 26th January
last it was unanimously resolved that
this meeting emphatically urges upon
the Provincial and Dominion govern-
ments that substantial aid should be
given to the Vancouver, Victoria and
Eastern Railway and Navigation com-
pany, to enable the company to proceed
at once with the work herein set forth

(Having reference to the preamble and
that a copy of this resolution, signed by
the mayor, as chairman, and by the sec-
retary, be forwarded to the Dominion
and Local governments as well as each
member representing this city and dis-
trict in both the house of commons and
the local legislature," which was done.

"Inasmuch as this local government
have submitted to the legislature at this
session 'an act to authorize a loan of
\$2,500,000, for the purpose of aiding the
construction of railways and other
public works,' and inasmuch as the said
act provides only for assistance for the
building of a railway from the Coast to
Chilliwack, approximately 60 miles, and
for a railway from Esquiction to the
Boundary Creek district, approximately
100 miles, leaving out for consideration
and assistance that part of the country
lying between Chilliwack and Esquiction
and that part connecting the Boundary
Creek country with Roseland. All of
which is set forth in and covered by the
provisions of the Vancouver, Victoria &
Eastern Railway and Navigation Com-
pany Act, 1897.

"Therefore be it resolved that in the
opinion of this meeting the government
have overlooked the absolute im-
portance and necessity of providing in
the said act for such assistance as would
secure, at an early date, the building of
a continuous short line of railway from
some point on the coast, by way of Hope,
to Roseland, so as to give the best im-
mediate results of the great possibilities
existing along the proposed route; and
therefore this meeting urges upon the
government, that such aid shall be given
as will enable the Vancouver, Victoria
and Eastern Railway and Navigation
Company to immediately commence and
carry out their scheme at the earliest
date possible."

(Continued on First Page)

CANNY AND CAUTIOUS.

(Continued from First Page.)

The resolution found a ready response
in Mr. E. H. Jamieson, who held that the
business interests of Victoria centered in
this railway. He again emphasized the
great advantage that would accrue to
Victoria from a direct connection with
the Kootenay country, and touched
briefly upon the point that if Victoria
was to have a smelter it would have to
have also a railway by which the ore of
the Kootenay country might be cheaply
and expeditiously delivered at that
smelter. Without the railway the smel-
ter would practically be a useless in-
stitution, while having a railway the smel-
ter would carry return cargoes of Vic-
toria merchandise for the use of the in-
lying communities.

Ald. Stewart was as prompt to take
exception to, as Mr. Jamieson had been
to second, the resolution. What he ob-
jected to, and what he had objected to
all along, was that the "point on the
Coast" was not definitely set forth. He
had come prepared to move that Point
Roberts be plainly named, and if the
mover and seconder of the resolution
would consent to its being made to read
"from Point Roberts on the Coast" etc.,
it might meet the difficulty presenting
itself to his mind. He had little to say in
regard to the proposition itself—but he
did not want Victorians to endorse an
indefinite proposition by which when
the road had been built Victoria would
find herself left out in the cold. He
firmly believed in the development of
the country by railway construction,
and while the assistance promised by
the government for the Chilliwack road
might not be all that was desirable it
was a good start and would go to show the
world that British Columbians were not
afraid to put money into the develop-
ment of their own country. The thing
had come for this to be done. A second
point for consideration—was it not
that assistance should be given to secure
a completed road to Kootenay and
more disjointed spurs of road such
as the Victoria and Sidney, that in
themselves were of no use to themselves,
Victoria or the country at large. He
hoped by naming Point Roberts to
secure the utilization of the V. & E.
road and thereby relieve the city and
the province of a very considerable
financial burden. He took this stand
with no antagonism to the C. P. R. Co.
or any other concern—for surely any
project that would advance the prosper-
ity of Victoria would contribute to the ad-
vantage of the individual citizens con-
stituting the community.

Mr. Rithet, M.P.P., came to the platform.

"No," he said, "I am not quite ready. I had hoped and expected to hear some explanation from the promoters of this meeting as to its object or necessity. I did not come here as a representative of the city in the legislature, not having been invited as such, but as a citizen taking a deep interest in all that concerns Victoria. I have been requested, too, by Premier Turner to explain the matter to the house in relation with the estimates before it, and it is imperative that he should be in his place. This matter of the railway from the Coast to Kootenay is one that has given both the government and your representatives much thought, and I have been gratified to learn from the speeches here this evening that the views of the speakers so nearly correspond with those which the government and the house have been so valiantly endeavoring to carry out. That the time has arrived when this country should be developed by systematic railway construction, and that the Dominion government should contribute a fair share of the revenue it derives from this country toward the construction of these roads will not be denied. The next point for us to remember is that we must proceed with caution and business prudence. We must not jeopardize the credit of the province for the benefit of any particular man, and must therefore devise the best means to accomplish the most good, at the best price and in the shortest possible time. These are the reasons that have actuated the government in bringing down their railway policy bill, and when the public have had time and opportunity to look fully and fairly into this measure and to realize its full significance, I am sure that they will give the government credit for determining upon the legislation that is calculated to do the greatest general good in the least possible time if it results in the securing of the railways mentioned.

"The object of this meeting, as I understand it, is to take up specially the matter of the Vancouver, Victoria and Eastern railway. I had hoped that those who were instrumental in calling the meeting would appear before it and give their own explanation of their reasons for doing so at the present particular time. Their not doing so makes it difficult to determine what is wanted or what we are to do. We are all heartily in favor of railway building; we are all agreed as to the desirability of constructing any road that will develop the province, or any important section of it. As a thing in regard to this Vancouver, Victoria & Eastern railway has, however, always been a puzzle to me. As a member of the legislature and as chairman of the railway committee, I was somewhat surprised at one, and I pointed out to the committee in charge of the bill that it contained a provision for the continuation of the road to Victoria. His reply was that it was not then in a position to amend the bill, which would be necessary. In fact, it was only when the bill was in its present stage that the provision was made at connection should be made with some point on Vancouver Island, even when the promoters of the bill did not say Victoria. I would have liked to hear from the promoters of this road, or, to-night, why, if it was the intention to come to Victoria, it was not included in their measure."

Continuing, Mr. Rithet quoted from a bill at its different stages to show that the company's intention was to build from Vancouver city to Rosland, New Westminster. No mention was made of Victoria—possibly so that the promoters might come to Victorians later and ask them to bid with a substantial bonus for connection. His objection to this bill, as a citizen and as a representative of the city, rested on the fact that it was ignored in it; and until the promoters of the enterprise came forward with a straight open declaration it would be satisfactory to Victorians, could not but advise his fellow-citizens to be cautious how they pledged their money. When the promoters were ready to make good on their declaration, he would be ready to follow.

found not only ready to follow but to lead in support of the project—but not until then, in fairness to Victoria.

Replying to questions from Ald. Partidge and ex-Ald Williams, he explained that he had suggested to the gentleman in charge of the bill that provision be made in it for connection with Victoria. The nearest to this that the bill got, however, was "some point on Vancouver Island." Concluding, he commented on the fact that the public appeared especially enamoured of this Kootenay road, although he hoped Victorians would learn more about it, ascertain if it could be built and operated on economical and practical lines, and find out what engineering difficulties were presented by the route proposed, before settling upon it as a matter of approval.

In regard to the British Pacific—for which it had been said he was ready to sacrifice the Kootenay road—these securing of that road had for years been the goal of his ambitions. If he had not yet been successful he did not think it could be said that his failure had cost the country anything, or yet discredited the country in any way. For years he had stood alone for this road and a general policy of railway building, and while he still believed the British Pacific the best road for Victoria and the whole of British Columbia, he would be willing and glad at any time to assist any road calculated to be of benefit to the whole province or any section of it. As a final word he read several extracts from Marcus Smith's report and other documents as to the engineering difficulties presented by the Hope mountain route.

"Until you know more about this country between Pentticon and Hope," he said, "I certainly could not advise you to take the responsibility of recommending the government to spend the country's money in the manner proposed; while as Victorians we must stand firmly together for Victoria's interests."

The Amendment Appears.

Ald. Stewart, in view of Mr. Rithet's remarks, concluded that the original motion, even as changed, would not suit his views, and he therefore moved in amendment, Ald. McCandless being the seconder.

"That the local government be requested to so amend the proposed loan act, 1897, that the expenditure on the Coast railway shall take place this year, failing the whole of it a reasonable portion of it shall be built, and that the road shall be so constructed that it may form a link or continuation of the Skeena railway, and also that it will form the first portion of a complete line to the Kootenay country; that the building of the road shall commence on the mainland at English Bluff, Point Roberts."

"That arrangements be made connecting the cities of Vancouver and Westminster with the proposed line and that traffic arrangements shall be offered the U.P. R. and G. N. railway, so that they may run their cars into Victoria, with a distinct understanding that neither of them shall have any say in the control of the road.

"And be it further resolved that a copy of this resolution be sent to each member of the local government."

Ald. McCandless had during the past two or three weeks been told that there was nothing in this company's charter requiring the completion of the road to Victoria. He had found this to be a fact, and though in favor of the road, as a Victorian he felt obliged to oppose it unless the desired stipulation was distinctly made. He hoped the meeting would vote against any indefinite proposition for a "road to the Coast."

Mr. Alexander Wilson was also in accord with the amendment, and urged Victorians to stand together for a specific recognition of Victoria's rights.

Then came Dr. Milne. He explained that Vancouver had been named as the starting point in order that the charter of the Burrard Inlet and Fraser Valley road might be more conveniently taken up and that the only objection to Point Roberts—though he was quite prepared to waive it if it would please Victorians—was the difficulty of securing a good landing. There was no mention directly

of the Victoria connection by way of Sidney, simply because the promoters of the bill had not wanted to antagonize others who might want to provide connection by ferry—the C. P. N. Co. for one. Mr. Dunsmuir for another. Mr. Rithet had taken much more credit for his devotion to Victoria than he was entitled to. When he (Dr. Milne) returned home he found the bill before the committee in the last stage, and when it was proposed to introduce the provision by which connection with Victoria was made possible, the only objection came from Mr. Cotton and Mr. Rithet.

This Mr. Rithet immediately contradicted. His only objection had been that Victoria was not mentioned.

Mr. Rithet had objected, Dr. Milne continued, and more than that he had asked Mr. Booth to have the bill reconsidered so that Vancouver Island connection might be mentioned.

As to the project itself, Mr. Rithet, he asserted, had always been its enemy, being quite willing to sacrifice it for the British Pacific. He maintained that no formidable engineering difficulties presented themselves, and that to revert again to the British Pacific, the present Butte Inlet scheme was very different from the original proposition, Victoria being by it quite left in the cold. The British Pacific would doubtless come in time, as the necessity for it became apparent, but in the meantime it was to Victoria's interest to get connection with Kootenay, and get it quickly, so that a portion of the trade of this rich region might be diverted hither and Victoria become the winter home of the great number of those engaged in mining ventures in the rich interior. At the present time Victoria was losing valuable trade and desirable residents—the adoption of the resolution proposed by Mr. Rithet would be thought bring the change nearer at hand. He did not intend to enter into politics, but it was certainly unfair that the government should give so much to the British Pacific and so little to the Kootenay and Coast line.

Mr. H. D. Helmcken, M.P.P., took the floor for a moment only, to clear away the false impression that he was opposed to this line—he would do his best to carry out the wishes of the citizens of Victoria and assist the line. As to Mr. Rithet's stand in the legislature on the bill, he had merely insisted on the proper practice being complied with and had certainly not opposed Victoria's recognition in the measure.

The amendment and the original resolution were then read, and the former being "put" first in the usual manner it was unanimously adopted.

That was the end of the meeting.

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VOTES

Legislative As

Prayers by the Rev. Bilton

Pursuant to Order, the Resolutions 1 to 10, both Resolution 11 read a second

Smith, Kellie, Mutter, Helmcken, Baker, Turner, Martin, Rithet, Adams,

Kennedy, Hume, Forster, Macpherson, Kidd, Seward,

Resolutions 12 to 280, both Resolution 281 read a second

Smith, Kellie, Mutter, Baker, Turner, Martin, Rithet, Adams,

Kennedy, Hume, Macpherson, Kidd, Seward,

Resolution 282 read a second Resolutions read a third time

On the motion of Mr. Kellie, Act, 1893," was introduced and Ordered to be read a second

2

The Report on Bill (No. 2) and Eastern Railway and Navigation Bill read a third time and

The Report on Bill (No. 2) Duncan Railway Company," was Bill read a third time and

The Report on Bill (No. 27) Railway, Navigation and Colonies Bill read a third time and

The Report on Bill (No. 19) Consolidated Act, 1894," was adopted Bill read a third time and

The Report on Bill (No. 25) Westminster Railway Company Mr. Helmcken moved, in amendment Carried.

Report, as amended, adopted Bill read a third time and

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Friday, 9th April, 1897.

Two o'clock, P. M.

Prayers by the Rev. Bilton Haslam.

Pursuant to Order, the Resolutions 1 to 282, both inclusive, for the year ending 30th June, 1898, adopted in Committee of Supply on 7th and 8th April, were reported, received, and read a first time.

Resolutions 1 to 10, both inclusive, read a second time.

Resolution 11 read a second time on the following division:—

YEAS:			
Messieurs			
Smith,	Turner,	Booth,	Bryden,
Kellie,	Martin,	Stoddart,	Rogers,
Mutter,	Rithet,	Pooley,	Huff,
Helmcken,	Adams,	Eberts,	McGregor—17.
Baker,			
NAYS:			
Messieurs			
Kennedy,	Macpherson,	Semlin,	Graham,
Hume,	Kidd,	Cotton,	Walkem—10.
Forster,	Sword,		

Resolutions 12 to 280, both inclusive, were read a second time.

Resolution 281 read a second time on the following division:—

YEAS:			
Messieurs			
Smith,	Turner,	Booth,	Bryden,
Kellie,	Martin,	Stoddart,	Rogers,
Mutter,	Rithet,	Pooley,	Huff,
Baker,	Adams,	Eberts,	McGregor—16.
NAYS:			
Messieurs			
Kennedy,	Kidd,	Williams,	Cotton,
Hume,	Sword,	Semlin,	Graham—9.
Macpherson,			

Resolution 282 read a second time.

Resolutions read a third time, taken as read, and agreed to.

On the motion of Mr. Kellie, Bill (No. 59) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was introduced and read a first time.

Ordered to be read a second time on Monday next.

2

9TH APRIL.

1897

The Report on Bill (No. 23) intituled "An Act to incorporate the Vancouver, Victoria and Eastern Railway and Navigation Company," was adopted.

Bill read a third time and passed.

The Report on Bill (No. 21) intituled "An Act to Incorporate the Kaslo and Lardo-Duncan Railway Company," was adopted.

Bill read a third time and passed.

The Report on Bill (No. 27) intituled "An Act to Incorporate the Stikeen and Teslin Railway, Navigation and Colonization Company," was adopted.

Bill read a third time and passed.

The Report on Bill (No. 19) intituled "An Act to amend the Cariboo Railway Company's Consolidated Act, 1894," was adopted.

Bill read a third time and passed.

The Report on Bill (No. 25) intituled "An Act to amend the 'Victoria, Vancouver and Westminster Railway Company Act, 1894,'" was considered.

Mr. Helmcken moved, in amendment, to strike out section 5 of the said Act.

Carried.

Report, as amended, adopted.

Bill read a third time and passed.

The House went into committee with Mr. Huff in the chair to reconsider the West Vancouver Power and Light Bill.

Mr. Kellie moved to add to section 29 the following: "Provided always, that if the owner or owners of any of said lands objects or object to such entry and expropriation as above mentioned, or to the taking of the timber, stone, gravel, sand and such materials as aforesaid, such owners or owner may apply to the Supreme Court, who, upon hearing of the application, shall determine whether such entry and expropriation or taking of timber, stone, gravel, sand and materials are necessary for the purposes of the said undertaking by this act authorized, and the company shall not proceed with such expropriation or taking of materials until such decision shall have been reached."

Mr. Helmcken said the attacks on the private bills committee with reference to this bill were unjustified. The private bills committee had given the bill the most careful consideration. There was nothing in Mr. Kellie's amendment that was not already fully covered by the law.

Mr. Kellie having heard Mr. Helmcken's explanation asked leave to withdraw his amendment. Leave was granted.

Mr. Helmcken then moved that the towns of Salmo and Sayward be exempted from the operations of the act. Mr. Helmcken explained that the owners objected to having their townships included within the limits of the operations of the bill.

The other members of the house maintained that this would give the owners of Sayward and Salmo a monopoly and Mr. Helmcken alone voted for his motion.

The anti-Chinese and anti-Japanese clause was struck out, the report was adopted and the bill was read a third time.

Wald April 10-97

FORTY-SECOND DAY.

From Our Own Correspondent.

VICTORIA, April 9.—The House did a rushing business to-day. Among several bills that received their third reading was the Vancouver, Victoria & Eastern Railway measure, but whether or not the legislation of the session will prove of much use to the promoters depends on how the Government looks at the request to give the line a bonus of \$4,000 per mile for the whole route. The answer of the Executive is to be given about Tuesday next and if favorable the promoters will at once leave for Ottawa to obtain assistance from the Dominion. The Government, it may be remarked, gave the delegates a most considerate hearing, and though the speakers were plain spoken the cause did not suffer by that fact.

The report of the committee of supply was received and the resolutions were read a first and second time.

Mr. SEMLIN challenged a division on \$4,000 for the Education and Immigration department. He claimed that there was no necessity to make provision for another minister.

Hon. Premier TURNER said it was necessary to have the amount on the estimates. It would not be expended unless another minister was appointed. The vote was passed by 17 votes to 10.

Mr. SWOHD also challenged vote 64 to grant \$1,000 in aid of resident physician at Clifton. The vote was given its second reading.

Mr. SEMLIN forced a division on vote 231, granting \$3,500 salary of Agent-General, rent and office contingencies. The second reading was agreed to by 16 votes to 5. The resolutions were then all read a third time and agreed to.

News Advertiser April 10-97

UNION COLLIERY.

Replying to Mr. Forster, Hon. Mr. Baker said that he had been informed that No. 5 shaft, Union colliery, has but one outlet and is 610 feet deep. She inside is 22 by 8 feet, it is lined from top to bottom with thick planks; they could have finished the shaft with fewer planks as the walls are composed of hard sandstone rock for nearly the entire distance. There is a partition of thick planks dividing the shaft in two, one side is used as the way for hoisting the coal and rock, the other is used as the return or upcast for ventilation. It is connected with a tunnel near the surface which leads to the surface where

The Report on Bill (No. 26) intituled "An Act to amend the 'Delta, New Westminster and Eastern Railway Company Act, 1894,'" was considered.
Mr. Helmcken moved, in amendment, to strike out section 5 of the said Act.
Carried.
Report, as amended, adopted.
Bill read a third time and passed.

Bill (No. 10) intituled "An Act to Incorporate the West Kootenay Power and Light Company, Limited," was again committed.
Reported complete with amendment.
Report adopted.
Bill read a third time and passed.

The following Bills were read a second time and Ordered to be committed on Monday next:—

Bill (No. 20) intituled "An Act to incorporate the Barkerville, Ashcroft and Cariboo Railway Company."

Bill (No. 48) intituled "An Act to Incorporate the Bedlington and Nelson Railway Company."

Bill (No. 46) intituled "An Act to authorise the Yukon Mining, Trading and Transportation Company (Foreign) to construct a line of Railway from the head of Steamboat Navigation on Taku Inlet to Teslin Lake," was committed, with Mr. McGregor in the Chair.
Reported complete with amendments.
Report to be considered on Monday next.

The Hon. Mr. Eberts presented the Second Report of the Provincial Board of Health of the Province.

60 VICT.

9TH APRIL.

3

Mr. Rithet presented the Eighth Report from the Railway Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
9th April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Railways beg leave to report as follows:—
That they have given consideration to the Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," and find the preamble proved.
The Bill is therefore submitted with amendments.

R. P. RITHET,
Chairman.

The Report was received.

The Report on Bill (No. 16) intituled "An Act to amend the 'Vancouver and Lulu Island Railway Act, 1891,'" was considered.

Mr. Helmcken moved—That the Order be discharged and the Bill recommitted, for the purpose of striking out section 5.
Carried.

The Bill was committed, with Mr. Rogers in the Chair.
Reported complete with amendments.
Report adopted.
Bill read a third time and passed.

Mr. Forster asked the Hon. the Minister of Mines the following questions:—

1. Is it a fact that No. 5 Shaft at the Union Coal Mines (Comox District) has but one outlet?
2. If so, is he aware that more than twenty persons are employed on each shift?
3. If more than twenty persons are employed per shift in the said shaft, has permission been given by the Minister of Mines for the employment in such shaft of more than twenty persons?
4. Under what section or sub-section of the "Coal Mines Regulation Act" has such permission been given?

The Hon. Colonel Baker replied as follows:—

"The information I have received from the Inspector of Mines is as follows:—

"1. No. 5 shaft, Union Colliery, has one outlet and is 610 feet deep. Size inside, 22 by 8 feet, is lined from top to bottom with thick planks; they could have finished this shaft with fewer planks, as the walls are composed of hard sandstone rock for nearly the entire distance. There is a partition of thick planks dividing the shaft in two; one side is used as the way for hoisting the coal and rock, the other is used as the return or upcast for ventilation. It is connected with a tunnel near the surface, which leads to the outlet, where there is a large Guibal fan worked by a steam engine, this fan being the outlet. The said engine and fan is about 80 feet from the shaft.

"2. Yes.

"3. Yes, permission was asked by the Manager for leave to employ more men than are allowed under section 28 of the 'Coal Mines Regulation Act,' and a permit was granted on the 1st January, 1896.

"4. Under clause (a) of sub-section 2 of section 28 of the 'Coal Mines Regulation Act.'

"At the time the permit was applied for the Company expected to have a second shaft down before this, but shortly after starting to work out from the shaft hard rock in place of coal was encountered. This they always expected to get through, but after working into it for a long distance they put the diamond drill in operation. After putting down two holes from the surface to where the coal should have been but very little coal was found, and this at quite a distance ahead of the works. The aforesaid is the reason why the second shaft is not now down. The third hole was put down, and at about 1,000 feet from the surface coal was struck, although not so good as they expected yet it was quite an improvement. They are again for the fourth time using the diamond drill, and if the result gives them any encouragement the second shaft will be started directly after the completion of the hole."

there is a large Guibal fan worked by a steam engine, this fan being the outlet. The engine and fan are about 80 feet from the shaft. He was aware that more than 20 persons had been employed in the shaft, as permission had been asked for by the manager and granted for leave to employ more men than were allowed under section 28 of the "Coal Mines Regulation Act," and a permit had been granted on the 1st January, 1896. The permission had been granted under clause (a) of sub-section 2 of section 28 of the "Coal Mines Regulation Act." At the time the permit was applied for the company expected to have a second shaft before long, but shortly after starting to work out from the shaft, hard rock in place of coal was encountered. This they had expected to get through, but after working into it for a long distance they had put the diamond drill in operation, and after putting down two holes from the surface to where the coal should have been, very little coal was found, and this at quite a distance ahead of the works. That is the reason why the second shaft is not now down. A third hole had been put down, and at about 1,000 feet from the surface coal had been struck, although not so good as was expected. It is quite an improvement. They are now for the fourth time using the diamond drill, and if the result gives them any encouragement the second shaft will be started directly after the completion of the bore.

Mr. Kellicott introduced a bill to amend the Wide Tire Act, 1893. Read a first time.

ESTIMATES ADOPTED.

The report from the Committee of Supply on the Estimates was then taken up for concurrence. On the vote for a Minister of Education and Immigration, \$4,000, Mr. Semlin again objected that this fifth Minister is not required, as shown by the fact that the appropriation has not been used for years, and he thought it should be struck out. Hon. Mr. Turner thought this matter had been sufficiently discussed already. Business is increasing so rapidly that occasion may arise for appointing another Minister as authorised by law, but the vote would not be used unless required. The resolution was then adopted on a party division of 17 to 10.

The House was divided by Mr. Sword on the vote of \$1,000 for a resident physician at Clinton, and by Mr. Semlin on the vote of \$3,500 for the Agent-General in London, both being adopted on party divisions. The remaining resolutions were concurred in without discussion.

The House went into committee, Mr. Hull in the chair, to reconsider the West Kootenay Power and Light Co.'s bill. On section 29, giving the company power to enter upon lands for the purposes of their operations, Mr. Helmcken moved as an additional section: "Lots 205, 205A, 205B, 206 and 206A, West Kootenay District, are hereby declared to be exempt from the operation of this act." He said his reason for the motion was that the owners of these lots had held them for many years, and contemplated a similar enterprise to that named in the bill. He was informed that they had expended over \$100,000 to further their plans, and he saw no reason why this company should be put in a position to take away the fruits of their labor. Mr. Booth objected to making exceptions as proposed by the amendment, which being put was declared lost.

Mr. Forster moved to strike out the Chinese restriction clause, this point being covered by the general bill, and this was agreed to. The committee rose and reported the bill complete with amendments, and it was read a third time.

The bills respecting the Barkerville, Ashcroft and Kamloops Railway Co. and the Bedlington and Nelson Railway Co. were read a second time.

The House went into committee on the Yukon Mining, Trading and Transportation Co.'s Taku Inlet and Teslin Lake Railway bill, Mr. McGregor in the

Resolved, That the House next.

And then the House adj.

NOT

On Monday next—
The Hon. Colonel Baker
the 'Public School Act, 1891

On Monday next—
The Hon. Mr. Turner to
'Dairy Associations Act, 189

On Monday next—
The Hon. Mr. Turner to
'Dairyman's Association Act,

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MATES ADOPTED.

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second time.

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bill, Mr. McGregor in the

Resolved, That the House, at its rising, do stand adjourned until two o'clock on Monday next.

And then the House adjourned at 4:20 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

On Monday next—

The Hon. Colonel *Baker* to ask leave to introduce a Bill intituled "An Act to amend the 'Public School Act, 1891.'"

On Monday next—

The Hon. Mr. *Turner* to ask leave to introduce a Bill intituled "An Act to amend the 'Dairy Associations Act, 1895.'"

On Monday next—

The Hon. Mr. *Turner* to ask leave to introduce a Bill intituled "An Act to amend the 'Dairyman's Association Act, 1894.'"

No. 43.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Monday, 12th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. J. F. Betts.

On the motion of the Hon. Colonel Baker, Bill (No. 60) intituled "An Act to further amend the 'Public School Act, 1891,'" was introduced and read a first time.
Ordered to be read a second time to-morrow.

On the motion of the Hon. Mr. Turner, Bill (No. 61) intituled "An Act to amend the 'Dairy Associations Act, 1895,'" was introduced and read a first time.
Ordered to be read a second time to-morrow.

On the motion of the Hon. Mr. Turner, Bill (No. 62) intituled "An Act to amend the 'Dairyman's Association Act, 1894,'" was introduced and read a first time.
Ordered to be read a second time to-morrow.

Mr. Helmcken moved, seconded by Mr. Braden,—
Whereas by virtue of 58 and 59 Vict., ch. 35, s. 6, the Indian custom known as the Potlatch was prohibited:

And whereas the Indians have thereby become greatly disaffected, and the enforcement of such law is likely to cause serious trouble:

Be it therefore Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor requesting him to make such representation to the Government of the Dominion of Canada as will result in the immediate repeal of so much of the said section of the said Statute as prohibits the said custom and will allow the Indians to enjoy such custom unmolested.

Mr. Sward moved in amendment, seconded by Mr. Kidd,—
To amend the motion by inserting on the 7th line, after the words "result in," the words "an enquiry into the origin, nature and meaning of the custom, with a view, should it be ascertained that the grievance complained of is well founded, to"

Amendment put and carried.
Original resolution, as amended, put and carried.

On the motion of Mr. Helmcken, seconded by Mr. Hume, it was Resolved,—
Whereas the establishment of a Government Mint in the Province of British Columbia would be of great advantage, commercially and otherwise:

Be it therefore Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor, requesting him to communicate with the Government of the Dominion of Canada, urging upon that Government the desirability of taking the subject-matter of this Resolution into its early and favourable consideration.

Mr. Kennedy moved—
That Bill (No. 53) intituled "An Act to amend the 'Poison Act,'" be placed on the Orders of the Day for second reading on Wednesday next.
Negatived.

2

12TH APRIL.

1897

The Report on Bill (No. 46) intituled "An Act to authorise the Yukon Mining, Trading and Transportation Company (Foreign) to construct a line of Railway from the head of Steamboat Navigation on Taku Inlet to Teslin Lake," was adopted.
Bill read a third time and passed.

Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," was read a second time and committed, with Mr. Macpherson in the Chair.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 51) intituled "An Act to amend the 'Tramway Company Incorporation Act, 1895,'" was read a second time and committed, with Mr. Huff in the Chair.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 59) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was read a second time.
To be committed to-morrow.

Major Mutter presented the Tenth Report from the Printing Committee, as follows:—
LEGISLATIVE COMMITTEE ROOM,
13th April, 1897.

MR. SPEAKER:
Your Select Standing Committee on Printing beg leave to report as follows:—
The Committee met this 9th day of April, when the following Returns were submitted and ordered to be printed:

Colonist Apr 13-97

... as a question of privilege called attention to a paragraph in Friday's Colonist, which seemed to him to reflect upon the Speaker's ruling in the matter of Mr. Cotton's resolution regarding the titles to land and the assessment act. As the matter was involved in some doubt, and as it was of great importance to their future meeting here, he would be much obliged if the Speaker would kindly explain the matter now or give a written ruling. The editorial said a wrong application of the rules had been made.

Mr. Speaker said he understood the criticism was on the matter of whether the main question was debatable or not after a motion to adjourn. He would be willing to give a ruling on the subject, which it might be as well to circulate among newspapers as among hon. members.

Later in the afternoon Mr. Cotton pointed out that Bourinot was not an authority in this house.

Mr. Speaker said that previous to 1880 it was quite competent when an hon. member moved the adjournment of a question to discuss the whole matter, but in 1882 a stringent rule was passed prohibiting a discussion of the main motion after a motion to adjourn the debate.

Mr. Helmcken drew the attention of the Premier to the extract in Sunday's Colonist from the Roseland Mining Review, which characterized the government as robbers and thieves. So far as he himself was concerned, he had all confidence in the honesty of each member of the ministry, but he did not think it right that such a statement should be allowed to go uncorrected.

Hon. Premier Turner said that the article was pointed out to him on Saturday and he laughed at it. It did not occur to him to take any notice of the matter, but as it had been brought into such prominence by appearing in the Colonist it was right perhaps that the matter should be considered. He hardly thought that any man in the province would believe that scandalous article, but of course it might get sent out of the province and people might say British Columbia was a queer place where all the men in the government were thieves. That might keep money out of the province, and therefore he would consider whether it was worth while taking any notice of the matter or not.

Major Mutter said the first thing to do would be to find out whether the man who wrote the article was afflicted mentally.

Hon. Col. Baker remarked that they should find out where he got his information from, and whether it came from Victoria or not.

Mr. Helmcken moved and Mr. Braden seconded the following resolution:—
Whereas by virtue of 58 and 59 Vict., ch. 35, s. 6, the Indian custom known as the potlatch was prohibited; and whereas the Indians have thereby become greatly disaffected, and the enforcement of such law is likely to cause serious trouble; be it therefore resolved, that an humble address be presented to His Honour the Lieutenant-Governor requesting him to make such representation to the Government of the Dominion of Canada as will result in the immediate repeal of so much of the said section of the said statute as prohibits the said custom and will allow the Indians to enjoy such custom unmolested.

Mr. Helmcken in moving the resolution said he felt that each member took regular interest in the welfare of the Indians. The question was one that needed to be seriously and he thought favorably, considered by every hon. member. The law as it originally stood in 1882 said that any Indian or person who participated in the celebration of the potlatch was a misdemeanant and could be imprisoned. One Indian who was arrested on this charge was freed, a magistrate declaring that no offence was committed. The Dominion government therefore made the law stronger in 1895. Last year he had depredations from chiefs on the matter who were much dissatisfied and disheartened over the matter. He could only advise them to keep within the law. He corresponded with the Dominion government on the subject. He had again had visits this year from chiefs, and they pointed out that unless they were allowed to enjoy themselves there might be trouble. The policy of the government had always been to treat the Indians as rational beings and to try to give them proper civilization. No one would attempt to interfere with our enjoyment of Christianity.

1. Bureau of Statistics
 2. Return re extension
 3. Return, Sheriffs'
 4. Return re Government
 5. Correspondence,
- All of which are ready for printing.

The Report was received.

Resolved, That the House do pass the same.

And then the House adjourned.

NO

Mr. Helmcken to move following amendment:—

To amend section 8 by adding as sub-section (a):

"(a) For a railway to and Navigation the conditions of the proposed sub-section, to be

60 VICT.

Mr. Graham to move following amendment:—

To strike out the words after the word "inclusive" "wild duck of all kinds, of August, inclusive."

or the 24th May or 1st July, dians should be allowed to save in their own way. That a certain reverend man had got Indians heavily fined for a potlatch, had a little than discretion.

Hon. Mr. Turner said that had had a great deal of trouble but it was quite a Dominion. The federal authorities had the Indians, and it thought wise, on the advice of the, to check the potlatch. He knew that potlatches on the river had been prejudicial to the community. The trouble had been from the indiscriminate supply of liquor was kept away from them would be no trouble at all.

Hon. Col. Baker said the Indians were entirely under the Dominion government. If this resolution was passed the law altered the Dominion might turn round later, at irregularities occur, and throw upon the province.

Mr. Booth was heartily in the spirit of the resolution, not sympathizing at all with the missionaries in getting the stopped.

Dr. Walkem did not think potlatches were stopped because of the but because of the action of the were Christianising the Indians claimed that the celebrations were compatible with the creeds they trying to inculcate. Potlatches

been handed down among Indian generation to generation, and the was just as natural to them as generation was to the swallow. with the object of getting potlatches associated with, and that the missionaries moved to the. His feeling was that these potlatches were not good, but J.'s P. should not have so much power in them entrusted to them.

Hon. Mr. Eberts had made inquiries as to whether potlatches were a menace to peace. He referred last trouble at Salmon River, but that there was a good deal of claim of the hon. member for the salmon (Dr. Walkem) that the potlatches were very dangerous. The matter was a difficult one to deal with, but he had no doubt that a solution could be found and that the

Apr 12-97

as a question of privilege to a paragraph in the Speaker's ruling in Mr. O'Brien's resolution re the matter was involved, and as it was of great importance, he thought it best to adjourn the matter until the next day.

afternoon Mr. O'Brien's resolution was not an hour.

draw the attention of the House to the fact that the resolution was not an hour.

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1. Bureau of Statistics, Municipalities Report.
 2. Return re extension to Asylum, New Westminster.
 3. Return, Sheriffs' Fees.
 4. Return re Government Reserve, Pleasant Valley.
 5. Correspondence, Rudd v. Collinson.
- All of which are respectfully submitted.

J. M. MUTTER,
Chairman.

The Report was received.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 4:30 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

Mr. Helmcken to move, in Committee of the Whole on Bill No. 54 (Loan Bill), the following amendment:—

To amend section 8 by striking out sub-sections (a) and (c) and inserting in lieu thereof as sub-section (a):

"(a.) For a railway to be constructed by the Vancouver, Victoria and Eastern Railway and Navigation Company, approximately one hundred and sixty miles, subject to the conditions hereinafter contained."

Or in the alternative, that the said section should be amended by adding thereto the proposed sub-section, to be read as sub-section (d).

60 VICT.

12TH APRIL.

3

Mr. Graham to move, on consideration of the Report on Bill No. 49 (Game Bill), the following amendment:—

To strike out the word "duck" in the first line of sub-section (c), section 3; and to insert after the word "inclusive," on the fourth line of sub-section (c), section 3, the following:—"wild duck of all kinds, bittern, plover and heron, from the 1st day of March to the 31st day of August, inclusive."

or the 31st May or 1st July, and the Indians should be allowed to enjoy themselves in their own way. He claimed that a certain reverend gentleman, who had got Indians heavily fined for celebrating a potlatch, had a little more zeal than discretion.

Hon. Mr. Turner said that the matter had had a great deal of consideration, but it was quite a Dominion matter. The federal authorities had the regulation of the Indians, and it had been thought wise, on the advice of missionaries, to check the potlatch. He personally knew that potlatches on the Northern rivers had been prejudicial to the community. The trouble had arisen from the indiscriminate supply of liquor. If liquor was kept away the potlatch would be no trouble at all.

Hon. Col. Baker said the Indians were entirely under the Dominion government. If this resolution was passed and the law altered the Dominion government might turn round later, should any irregularities occur, and throw the onus upon the province.

Mr. Booth was heartily in accord with the spirit of the resolution. He could not sympathize at all with the action of the missionaries in getting the potlatch stopped.

Dr. Walkem did not think the potlatches were stopped because of excess, but because of the action of those who were Christianizing the Indians, who claimed that the celebrations were not compatible with the creeds they were trying to inculcate. Potlatches had

been handed down among Indians from generation to generation, and the practice was just as natural to them as migration was to the swallow. It was with the object of putting a stop to potlatches as associated with heathenism that the missionaries moved in the subject. His feeling was that some potlatches were not good, but J. F. should not have so much power in punishment entrusted to them.

Hon. Mr. Eberts had made many inquiries as to whether potlatches were a menace to peace. He referred to the last trouble at Salmon River, and he felt that there was a good deal to be said in favor of the missionaries. He thought the missionaries were very good, and he thought the missionaries were very good, and he thought the missionaries were very good.

the matter in the way they did until they had taken a very careful opinion from the Indian agents. He saw no reason why the Dominion government should not amend the law so that the actual potlatch could be carried on, but the law should, however, step in and prevent anything demoralizing. The missionaries among the Indians were a band of men who had done a great good, and we could point with pride to a large number of men who were giving their time and undergoing privation to alleviating the condition of the Indians.

Mr. Sword felt that there was much in what was urged by the Provincial Secretary. He also felt that there was much in the resolution and that careful inquiry should be made into this matter. He therefore moved an amendment, seconded by Mr. Edd, to the effect that an inquiry should first be held into the meaning of the custom.

Major Mutter objected to the amendment as he thought it might cause delay. He believed the Indians had great cause for delay. The missionaries had done a great deal of good, but they had done much harm in interfering with native customs.

Mr. Helmcken in closing the debate gave the hon. member credit for moving what he considered was for the good of all concerned. He did not, however, think there was anything in the Provincial Secretary's objections, as he believed the provincial government had just as much a matter of duty in looking after the Indians as the Dominion government. The federal parliament was now in session, and he asked that the resolution might be passed intact, so that it might at once come before them as a law.

Hon. Mr. Martin remarked that in his district before the white men came in the Indians never did any harm. The Indian had the right to have a jolly good time just as much as the white man, and he would heartily support the motion of the member for Victoria.

The amendment was carried by 16 votes to 13, and the resolution as amended was then carried.

Mr. Helmcken moved, and Mr. Home seconded, the following resolution:—Whereas, the establishment of a government mint in the province of British Columbia would be of great advantage commercially and otherwise;

Be it therefore resolved, that an humble address be presented to His

Hon. the Lieutenant-Governor, requesting him to communicate with the government of the Dominion of Canada, urging upon that government the desirability of taking the subject-matter of this resolution into its early and favorable consideration.

Mr. Helmcken said that in 1889 a mint was first established in the colony of British Columbia at what was now New Westminster. It was established by the Imperial government as a result of representations that its establishment would keep gold within the province, which meant the keeping of people within our borders. The same thing held now, and as the matter was a Dominion matter he moved his resolution.

Hon. Premier Turner was thoroughly in accord with the hon. member of the resolution. He believed it would certainly be a very good thing for British Columbia if a mint were established here. It carried a great many other things with it. He remembered very well a mint being established in California and the immense good it at once did there. A mint drew attention to a country, and more definite information was arrived at through it with respect to precious metals than could be obtained in any other direction. He was glad to support the resolution.

The resolution was adopted without a dissenting voice.

Mr. Booth moved the second reading of the British Columbia Yukon Railway bill. This was agreed to and the house went into committee on the measure, Mr. Macpherson in the chair. The committee passed the bill in the 30 clauses and asked leave to sit again.

Mr. Ferguson, in a question of privilege, claimed that the hon. member for the Yukon had misinterpreted the bill, by saying that he advocated the removal of the mining tax during the present debate. He had done nothing of the sort.

Mr. Macpherson also complained that he had been misrepresented.

Hon. Mr. Turner remarked that both hon. gentlemen seemed to him to blame the government for not putting a larger tax on mines.

Mr. Hume moved the second reading of his Wide Tire bill.

Mr. Hume said he did not think wide tires should be made compulsory on mountain roads.

The bill was read a second time.

Major Mutter submitted the tenth report of the printing committee. The report was received and the house adjourned at 4:40 p.m.

World Apr 12-97

FORTY-THIRD DAY.

From Our Own Correspondent.

VICTORIA, April 12.—From potlatches to minks is a far cry, but the Legislature traveled all the way this afternoon at the invitation of Mr. Helmcken. Resolutions dealing with both subjects were passed and various private bills were then put through. Although this was one of the occasions devoted to night sittings a late session was unnecessary as the order paper was cleared of all possible business at 4:40 p. m. Members are all talking of the railway bill and the V. V. & E. railway. Mr. Booth has been instructed by his constituents to oppose the bill unless the conditions as to the coast railway are bettered, while Mr. Helmcken has given notice that when the Aid bill is before the committee of the whole House, he will move to strike out those portions granting aid to a line from Penticton to Grand Forks and from the coast to Chilliwack, and in lieu thereof substitute a grant of aid to the Vancouver, Victoria & Eastern Railway for 100 miles at the rate of \$4,000 a mile. If carried out Mr. Helmcken's proposition would not incur any further expenditure than at present contemplated by the bill. The only difference would be that the Vancouver, Victoria & Eastern would be enabled to construct two portions of their line. It is better, however, that the Government should accept the offer made on Friday by the delegates from Vancouver and New Westminster.

Mr. HELMCKEN, as a question of privilege, drew attention to the fact that the Speaker's ruling that the main question was not debatable as a motion to adjourn had been criticized as a wrong application, and he asked for a written ruling.

MR. SPEAKER agreed to give this as much of the information of newspapers as hon. members. Later on he said that before 1880 it was quite competent for an hon. member who moved the adjournment of the debate to discuss the main question, but in 1882 a rule was passed prohibiting a discussion on the main motion after the adjournment had been moved.

MR. HELMCKEN, as another question of privilege, called attention to the extract from the Rossland Mining Review calling the Government a den of thieves. As it had been editorially referred to in the Colonist, he did not think it right that such a statement as that should go abroad uncontradicted.

HON. PREMIER TURNER said—That article was pointed out to me on Saturday and I rather laughed at it. It did not occur to me to take any notice of the matter, but as it has been brought into such prominence by appearing in the Colonist, it is right, perhaps, that the matter should be considered. I hardly think that any man in the Province would believe that a scandalous article, but of course it might get sent out of the Province and people might say British Columbia was a queer place where all the men in the Government were thieves. That might keep money out of the Province, and therefore we will consider whether it is worth while taking any notice of the matter or not. (Applause.)

MAJOR MUTTER—The first thing to be would be to find out whether the man who wrote the article was mentally afflicted.

HON. COL. BAKER—We should find out where he got his information from, and whether it came from Victoria or not.

MR. HELMCKEN moved and Mr. BRADEN seconded the following resolution: "Whereas by virtue of 58 and 59 Vict., ch. 35, s. 6, the Indian custom known as the potlatch was prohibited; and whereas the Indians have thereby become greatly disaffected, and the enforcement of such law is likely to cause serious trouble; be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor requesting him to make such representation to the Government of the Dominion of Canada as will result in the immediate repeal of so much of the said section of the said statute as prohibits the said custom, and will allow the Indians to enjoy such custom unmolested." In speaking to the motion he declared that Indian chiefs who had seen him on the subject were much disappointed and disheartened over the law as it at present stood.

HON. MR. TURNER said—I may say that this matter has had a great deal of consideration, but it is quite a Dominion matter. They have the regulation of the Indians, and it has been thought wise on the advice of missionaries to check the potlatch. I have personally known that potlatches on the northern rivers have been prejudicial to the community. The trouble has, of course, arisen from the indiscriminate supply of liquor. If liquor is

kept away, I do not know but that the potlatch would be no trouble at all. It seemed to be a quaint old custom, and if liquor could be excluded I do not know why the potlatch should not be allowed.

HON. COL. BAKER feared that if the law was amended and any trouble arose the Dominion Government might turn round and blame the Province.

HON. MR. EBBERTS felt that there was much in the claim that potlatches were demoralizing. He had no doubt that the Dominion Government had only made the law after full advice from the Indian agents. However, they might amend the law so that potlatches could be peaceably carried on, and the law allowed to step in and prevent anything demoralizing. He eulogized the work of the missionaries.

MR. SWORD moved an amendment to the effect that inquiry should be made into the matter before the law was altered.

MR. HELMCKEN appealed to the House to pass the original motion, but the amendment was adopted by 14 votes to 13, and the motion as amended was then agreed to.

MR. HELMCKEN moved and Mr. HUME seconded the following resolution: "Whereas the establishment of a Government mint in the Province of British Columbia would be of great advantage, commercially and otherwise; be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor, requesting him to communicate with the Government of the Dominion of Canada, urging upon that Government the desirability of taking the subject-matter of this resolution into its early and favorable consideration."

MR. TURNER said—I am thoroughly in accord with the hon. mover of the resolution. I think it would certainly be a very good thing for British Columbia if a mint was established here.

It carries a great many things with it that are of importance. I remember very well a mint being established in California and the immense good it at once did there. A mint draws attention to a country and more definite information is arrived at through it with respect to precious metals than can be obtained in any other direction. The resolution was carried unanimously.

MR. FORSTER, as a question of privilege, drew attention to what he termed a misrepresentation of his speech on the budget in the Rossland Miner. He said he had been reported as stating that he was in favor of an increased tax on mines. He had made no statement of the kind, and he desired to see the error corrected.

HON. MR. TURNER said he quite understood that the arguments of Messrs. Forster and Macpherson tended to blame the Government for not putting on a larger tax on mines.

MR. MACPHERSON also claimed that he had been misrepresented in the Miner and in The World. He had not uttered an increase.

MR. KELLIE'S tramway bill was again read a second time and was partially considered in committee.

MR. KELLIE'S wide tire bill was read a second time.

The House adjourned at 4:40 p. m.

News Advertiser
Apr 14-97

From Our Own Correspondent.

Forty-third day—Monday. Victoria, April 12.—The House met at 2 p. m. and prayers were read by Rev. J. E. Rogers.

MR. HELMCKEN rising to a question of privilege, referred to an editorial paragraph in the "Colonist" questioning the correctness of the Speaker's ruling in the case of the three months' hold in moved as an amendment to Mr. Cotton's motion respecting land titles and taxation. Until the amendment should be disposed of discussion should be restricted to its substance and should not be permitted to deal with the subject-matter of the main motion. He asked if the Speaker would give his ruling on length, to the House, or hand it down in writing.

THE SPEAKER said he certainly could pass the books around the House. The authorities on the matter are so clear, that he saw no reason for doing anything further. Newspapers should not publish statements that are not founded on fact.

A SCANDALOUS ARTICLE.

MR. HELMCKEN rose to a question of privilege on an extract from the Rossland "Mining Review," which the Victoria "Daily Colonist" had reproduced and commented on in its editorial columns. The following is the extract: "British Columbia is waking up to the fact that the Government is composed of thieves. The owners of the British Columbia Southern charter, for instance, are thieves, highway robbers and pirates. This is very strong language, but not too strong for the situation. The Lieutenant-Governor of this Province is a director of a company which has acquired large concessions from his own action as representative of the crown. It is most disgraceful—most horribly infamous. Such beings make the flesh of an honest man creep."

He would like to know whether the Government propose to take any action in the matter.

HON. MR. TURNER replied that the article had been pointed out to him, but owing to the extreme insignificance of the paper in which it had been contained, he had merely laughed at it. Now, however, that the "Colonist" had seen fit to publish it, the extract had been brought into prominence. The article was so outrageous, that while it was contained only in the paper which had originally published it, it was not worth while taking action, as no credence would be extended to it in British Columbia, and it was very unlikely such a paper would ever find its way outside the Province. Now that the paragraph had been brought into prominence, the matter would be considered, but as yet the Government had not decided how to deal with it.

MAJOR MUTTER said it perhaps might be advisable to find out whether the writer was responsible for his actions.

HON. MR. BAKER suggested that it would be well to ascertain the source from which the writer got his information.

THE POTLATCH.

MR. HELMCKEN moved, seconded by Hon. Mr. Turner: "Whereas by virtue of 58-59 Vict., ch. 35, s. 6, the Indian custom known as the potlatch was prohibited; and whereas the Indians have thereby become greatly disaffected, and the enforcement of such law is likely to cause serious trouble; be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor requesting him to make such representation to the Government of the Dominion of Canada as will result in the immediate repeal of so much of the said section of the said statute as prohibits the said custom, and will allow the Indians to enjoy such custom unmolested." The mover read a letter written by Prof. Boas to the "Province" newspaper under date of 11th February, 1897, pointing out the misconception under which the "potlatch" had been abolished and urging the removal of the prohibition of the custom. He read the Act of 1886 which provided that every Indian present, or in any way connected with the potlatch, should be liable to six months imprisonment and a fine. A. J. P. had under that section convicted an Indian, but his decision had been overruled by the Chief Justice of the Province, he holding that no offence had been committed. The Dominion Government then took the matter up in 1895 and had passed a measure prohibiting the potlatch. His object in bringing this motion before the House was to endeavor to get the potlatch legalized again. He had received several deputations of Indians who wished to have the custom continued. The only advice he could give them was to keep within the law, and naturally they went away dissatisfied. The chiefs had informed him that unless the potlatch is permitted there is liable to be trouble. It would be just as sensible to pass a law to prevent us celebrating Christmas Day, the 24th of May, or any other holiday as it is to legislate against the celebration of this custom. Under the terms of Confederation the Dominion Government was to treat the Indians liberally. He trusted the House would pass the resolution and endeavor to do their share in continuing the liberal treatment the Indians had received before Confederation.

HON. MR. TURNER said he expected

the Attorney-General—who was just then absent consulting authorities on the subject—to take up this matter. It requires very careful consideration, and is a matter for the Dominion Government. Personally he knew of one case where, there having been a quantity of liquor procured, there had been trouble at a potlatch. Furthermore, he quite believed there was a sentimental side to the matter, and it might be but a quaint old custom which could be permitted if the sale of liquor were prohibited and the provisions of the law enforced at these celebrations.

HON. MR. BAKER said this was a matter for the Dominion Government. If the House passed this motion and irregularities occurred afterwards, the Dominion Government could lay the blame on the Legislature.

MR. BOOTH was heartily in accord with the motion. It is the duty of the Dominion Government to stop the liquor traffic and keep up a proper police force for the purpose. The Indians are fast becoming civilized, and the best class of Indians would be the first to stop excesses. By all means let them retain this harmless old custom.

DR. WALKER said these potlatches were put a stop to on the representations of those who were supposed to be Christianizing the Indians, the missionaries holding that the continuance of these potlatches wedded the Indians to their heathen customs. He proposed to vote for the motion, although potlatches from a missionary point of view might not be good for the Indians. However, he could not agree with the heavy penalties meted out by the law, and he considered the only way to stop potlatches was by educating the Indians.

HON. MR. EBBERTS said the last trouble in this connection was in 1896 at Sam River, where the Provincial police interrupted the preparations for a big potlatch. There had also been trouble in the neighborhood of the Skeena River. The Dominion Government had dogmatically acted on the ad-

vice of their Indian agents, unaware of the serious trouble might arise. Whether or not the Dominion Government would amend the law so as to allow the potlatch to be carried on under proper supervision, the law not be so amended, providing basing practices formerly in vogue were not revived. In terms of commendation of missionaries who are trying to improve the condition of the Indians, as by saying it is quite possible the law so as to admit of the being carried on without harm.

MR. SWORD said that instead of a repeal of the law, as it might be better to move for appointment of a committee to thoroughly into the subject. He moved to move an amendment effect, and that was as far as inclined to go. He moved, in the last paragraph of the motion as follows: "Be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor, requesting him to make such representation to the Government of the Dominion of Canada as will result in an enquiry into the nature and meaning of the custom, with a view to its being ascertained if it is a grievance complained of is resolved, the immediate repeal of so much of the said section of the said statute as prohibits the said custom, and will allow the Indians to enjoy such custom unmolested."

MAJOR MUTTER said the effect of the amendment would lead to the case of Rajah, showing that the most judicious is to leave the social customs to the people, and pointed out that the Imperial Government does interfere with the custom of the Indians.

MR. HELMCKEN, in closing, said that he thought the very reasonable. He was voting for the repeal of the law, the duty of the Legislature is to the Dominion Government as its share of the compact and, and he hoped the Provincial Government would aid in trying to question settled.

HON. MR. MARTIN said that the potlatch did not lead to drunkenness for the whites came in. They have rights very deserving of consideration, and their customs should be interfered with. He also heartily supported the motion. Mr. SWORD's amendment to the motion was then put and carried to 13, and the motion as amended adopted.

A GOVERNMENT MINT.

MR. HELMCKEN moved, seconded by Mr. Hume: "Whereas, the establishment of a Government mint in the Province of British Columbia would be of great advantage, commercially and otherwise; be it therefore resolved, that an humble address be presented to His Honor the Lieutenant-Governor, requesting him to communicate with the Government of the Dominion of Canada, urging upon that Government the desirability of taking the subject-matter of this resolution into its early and favorable consideration."

MR. SWORD said that a mint had been established at what is now New Westminster in 1869. He did not know of that enterprise, but it is that the establishment of a mint in the Province would keep the gold and prevent its being sent to San Francisco, as is done at present.

HON. MR. TURNER heartily supported the motion, as the establishment of a mint would, among other things, benefit the Province. The motion agreed to.

POTLATCH.
moved, seconded by
Whereas by virtue of
s. 6, the Indian cus-
potlatch was pro-
as the Indians have
ntly disaffected, and
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trouble: Be it there-
an humble address
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him to make such
the Government of
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custom and will al-
enjoy such custom
mover read a letter
as to the "Province"
of 11th February,
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potlatch, should be
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might arise. Whether or not the Do-
minion Government would amend the
law so as to allow the potlatch, he did
not know, but he saw no reason why,
under proper supervision, the law should
not be so amended, providing the de-
basement practices formerly in vogue at
potlatches were not revived. He spoke
in terms of commendation of the mis-
sionaries who are trying to ameliorate
the condition of the Indians, and closed
by saying it is quite possible to amend
the law so as to admit of the potlatch
being carried on without harm.
MR. SWORD said that instead of ask-
ing for a repeal of the law as it stood,
it might be better to move for the ap-
pointment of a committee to enquire
thoroughly into the subject. He pro-
posed to move an amendment to that
effect, and that was as far as he felt
inclined to go. He moved to amend
the last paragraph of the motion to
read as follows: "Be it therefore re-
solved, that an humble address be pre-
sented to His Honor the Lieutenant-
Governor, requesting him to make such
representation to the Government of
the Dominion of Canada as will result
in an enquiry into the nature and
meaning of the custom, with a view to
should it be ascertained that the
grievance complained of is well found-
ed, the immediate repeal of so much of
the said section of the said statute as
prohibits the said custom, and will al-
low the Indians to enjoy such custom
unmolested."
MAJOR MUTTER said the carrying of
the amendment would lead to delay,
and he should support the motion. He
instanced the case of Rajah Brock as
showing that the most judicious plan
is to leave the social customs of na-
tives alone, and pointed out that the
Imperial Government does not inter-
fere with the custom of the natives in
India.
MR. HELMCKEN, in closing the de-
bate, said that he thought the motion
very reasonable. He was only ask-
ing for the repeal of the law. It is
the duty of the Legislature to see that
the Dominion Government carries out
its share of the compact about the In-
dians, and he hoped the Provincial Se-
cretary would aid in trying to get this
question settled.
HON. MR. MARTIN said that the po-
tlatch did not lead to drunkenness be-
fore the whites came in. The Indians
have rights very deserving of consid-
eration, and their customs should not
be interfered with. He should give
hearty support to the motion.
Mr. Sword's amendment to the mo-
tion was then put and carried by 14
to 13, and the motion as amended was
adopted.
A GOVERNMENT MINT.
MR. HELMCKEN moved, seconded by
Mr. Hume: "Whereas, the establish-
ment of a Government mint in the Pro-
vince of British Columbia would be of
great advantage, commercially and
otherwise: Be it therefore resolved,
that an humble address be presented to
His Honor the Lieutenant-Governor,
requesting him to communicate with
the Government of the Dominion of
Canada, urging upon that Government
the desirability of taking the subject-
matter of this resolution into its early
and favorable consideration." The
mover said that a mint had been es-
tablished at what is now New Westminster,
in 1859. He did not know the history
of that enterprise, but it is apparent
that the establishment of a mint in
the Province would keep the gold here
and prevent its being sent to San
Francisco, as is done at present.
HON. MR. TURNER heartily supported
the motion, as the establishment of a
mint would, among other things, ad-
vance the Province.
Motion agreed to.

No. 44.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Tuesday, 13th April, 1897.

Two o'clock, P. M.

Prayers by the Rev. J. F. Betts.

Mr. Kennedy presented a Petition from Rev. J. B. Good and others, re Curfew Bell Ordinance.
Received and Ordered to be printed.

Mr. Smith presented the First Report from the Mining Committee, as follows:—
LEGISLATIVE COMMITTEE ROOM,
13th April, 1897.

MR. SPEAKER:
Your Select Standing Committee on Mining beg to report as follows:
Proposed amendments to the "Mineral Act, 1896."
A. W. SMITH,
Chairman.

The Report was received.

Mr. Kellie moved, seconded by Mr. Irving,—
That whereas the country lying to the north of British Columbia, by virtue of its geographical position, is closely related to this Province and widely removed from other organised portions of the Dominion of Canada:
And whereas the natural lines of communication by land and water are north and south by way of and through this Province, and render the resources of that country almost wholly tributary to the trade and commerce of British Columbia:
And whereas large areas of the territory in question, more particularly the Yukon country, are highly mineralized, containing rich quartz ledges and placer diggings, and are attracting a large mining population, with prospects of becoming in places thickly settled and prosperous by reason of such mineral wealth:
And whereas it is desirable, and in the interests of the Province of British Columbia, that said territory should have a settled and effective form of Government, and a civil code similar to that in force in this Province:
And whereas the distance from the seat of the Canadian Government render it difficult to satisfactorily enforce the laws specially enacted for the unorganised territory of the North-West:
Therefore be it Resolved, That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, setting forth that in the opinion of this House negotiations should be opened up with the Dominion Government, having in view the enlargement of the boundaries of British Columbia so as to include the territory northward as far towards the Arctic Ocean as may be deemed practicable for Provincial purposes, and particularly in regard to the prosecution and control of the mining industry.
Negatived on the following division:—
YEAS:
Messieurs
Hume, Kellie, Helmcken, Irving—7.
Huff, Mutter, Eberts.
2 13TH APRIL 1897

MR. SPEAKER:
NAYS:
Messieurs
Kennedy, Williams, Baker, Stoddart,
Forster, Semlin, Turner, Pooley,
Macpherson, Cotton, Martin, Bryden,
Kidd, Graham, Adams, Rogers,
Sword, Smith, Booth, Hunter—20.

Bill (No. 45) intituled "An Act to confirm to the Crown all unrecorded and unappropriated Water and Water-power in the Province, and to consolidate and amend the Law relating to the acquiring of Water Rights and Privileges for ordinary domestic, mining and agricultural purposes, and for making adequate provision for Municipal Water Supply, and for the application of water-power to industrial and mechanical purposes," was again committed, Progress reported.
Committee to sit again to-morrow.

Bill (No. 61) intituled "An Act to amend the 'Dairy Associations Act, 1895,'" was read a second time and committed, with Mr. Hunter in the Chair.
Reported complete without amendment.
Bill read a third time and passed.

Bill (No. 62) intituled "An Act to amend the 'Dairyman's Association Act, 1894,'" was read a second time and committed, with Mr. Huff in the Chair.
Reported complete without amendment.
Bill read a third time and passed.

Bill (No. 60) intituled "An Act to further amend the 'Public School Act, 1891,'" was read a second time and committed, with Mr. Adams in the Chair.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 14) intituled "An Act to impose certain restrictions upon the granting of Liquor Licences in Rural Districts," was again committed.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 51) intituled "An Act to amend the 'Tramway Company Incorporation Act, 1895,'" was again committed.
Reported complete without amendment.
Bill read a third time and passed.

Bill (No. 59) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was committed, with Mr. Braden in the Chair.
Progress reported.
Committee to sit again to-morrow.

The second reading of Bill (No. 58) intituled "An Act to amend the 'Small Debts Act, 1895,'" was negatived.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 5:30 o'clock, p. m.

D. W. HIGGINS, Speaker.

60 VICT.

13TH APRIL.

3

NOTICES OF MOTION.

By Mr. Macpherson—On Thursday next—Question of the Hon. the Chief Commissioner of Lands and Works—

What authority have the agents of the Nelson and Fort Sheppard Railway Company for collecting stumpage dues from free miners, on the Nelson and Fort Sheppard Land Grant?

Mr. Forster to move, in Committee of the Whole on Bill No. 45 (Water Clauses Consolidation Act), to insert the following as a new section, numbered 152:—

"152. In case of any company incorporated at the present session, or hereafter to be incorporated, containing a provision that the said company's Act of Incorporation shall be subject to the 'Water Clauses Consolidation Act, 1897,' the same shall be, and the same is hereby declared to be, subject to the 'Alien Labour Act, 1897.'"

On Thursday next—

Mr. Helmcken to ask leave to introduce a Bill intituled "An Act to amend the 'Provincial Land Surveyors Act, 1891,' and the 'Provincial Land Surveyors Amendment Act, 1892.'"

On Thursday next—

The Hon. Mr. Eberts to ask leave to introduce a Bill intituled "An Act respecting the Revised Statutes of British Columbia."

Mr. Kellie moved and Capt. Jno. Irving seconded the following resolution: "That whereas the country lying to the north of British Columbia, by virtue of its geographical position, is closely related to this province and widely removed from other organized portions of the Dominion of Canada:

"And whereas the natural lines of communication by land and water are north and south by way of and through this province, and render the resources of that country almost wholly tributary to the trade and commerce of British Columbia:

"And whereas large areas of the territory in question, more particularly the Yukon country, are highly mineralized, containing rich quartz lodes and placer diggings, and are attracting a large mining population, with prospects of becoming in places thickly settled and prosperous by reason of such mineral wealth:

"And whereas it is desirable, and in the interests of the province of British Columbia, that said territory should have a settled and effective form of government, and a civil code similar to that in force in this province:

"And whereas the distance from the seat of the Canadian government renders it difficult to satisfactorily enforce the laws specially enacted for the unorganized territory of the northwest:

"Therefore be it resolved, that a respectful address be presented to His Honor the Lieutenant-Governor in Council, setting forth that in the opinion of this house negotiations should be opened up with the Dominion Government, having in view the enlargement of the boundaries of British Columbia so as to include the territory northward as far towards the Arctic Ocean as may be deemed practicable for port-haul purposes, and particularly in regard to the prosecution and control of the mining industry."

Mr. Kellie, speaking in support of his resolution, said that if we look in the portion of country he referred to we would add 127,000 square miles of mining country to our territory. The country was as rich in gold as Kootenay.

The Yukon country was wanted proper railway connection to make it as productive as Kootenay. He was not one of those who claimed that Kootenay was the best portion of the country and contained all the wealth. He was quite willing to admit the claims of Yale, Cariboo, Omineca, Cassiar and Yukon. He felt, however, that this whole mineral belt should be under the same government and the same laws. The miners of Yukon, so far as he knew, were anxious to come under the mining laws of British Columbia. It might be argued that there would have to be too much outlay for a new province in the Yukon. He believed that that outlay would be far more than compensated for by the royalties received from the mines.

Mr. Booth opposed the motion. He could not see that the province would gain by adding a large country to its territory, which was already too large.

Mr. Semlin did not think the mover had made out his case, and he did not see that we should take the responsibility of governing the Yukon country out of the hands of the Dominion government. We would have to pay for roads and schools and hospitals there, but the Dominion government would reap the greatest benefit from the development. It was altogether in the interests of the province that the resolution should not pass. The burden of governing and opening up the country would not be compensated for by the revenue received. He believed that all the advantages to be derived from the country would come to British Columbia without legislative union.

Hon. Premier Turner thought the remarks of the hon. leader of the opposition contained a great deal of truth. Were this union carried out the province would assume a very heavy responsibility. He did not see where the revenue would come in commensurate to the enormous expense that would be entailed on the province in connection with it. He did not think that we knew enough yet about the Yukon country to pass such a resolution as this, and moreover he

did not see how the addition of that district to the already large dimensions of British Columbia would be likely to prove of any great advantage to the province. As to the business that we should get from it making the country a part of British Columbia would not greatly add to that. He was sorry to object to the resolution but he could not see what advantage it would be to British Columbia. It would be far better to postpone such a thing until a much larger development by the Dominion government had taken place. The attention of that government had already been called to the great wealth of the country and they are already doing something.

Mr. Adams agreed with the leader of the government and the leader of the opposition and said he would oppose the motion.

Mr. Kellie was sorry that hon. members could not rise to the occasion. In a few years they would see that they had lost a golden opportunity. In that time Yukon would be considered one of the richest mining sections in the world. Where was the revenue to come from? was asked. It would come from the mines. He expected that Kootenay this year would give the province a quarter of a million dollars.

Hon. Mr. Turner—"I am glad to hear it."

Mr. Kellie said he was satisfied that the Yukon would one day return thousands of dollars for every dollar put into it.

The resolution was defeated by 20 votes to 7, only Messrs. Munter, Kellie, Hume, Huff, Irving, Helmcken and Eberts voting for it.

Mr. Semlin asked for information as to the Easter adjournment. "On this side of the house," he said, "we feel like going on with work and sitting every day this week, and every evening if necessary. At any rate we are in favor of going right on, with no adjournment for holidays on this occasion. Our feeling may possibly not agree with the

religious opinions of many people, but you will understand, sir, that the session is drawing on and we have already sat a long time."

Hon. Mr. Turner said: "I am not prepared just now to tell you exactly what our course will be, but I can pretty well let you know this evening. Of course the intention was originally to adjourn from Thursday night until Tuesday morning, because Monday is a statutory holiday, Friday is a holiday, and we cannot sit on Sunday. Many of us would almost rather sit on Sunday than Good Friday, and there is only one day intervening and that is Saturday." Later Hon. Mr. Turner said they would adjourn over Good Friday and meet on Easter Monday.

The house went into committee on the Water Power and Privileges bill, Dr. Walkem in the chair. After some minor amendments had been passed, Mr. Forster moved to insert a new clause, 152, obliging all companies operating under the provisions of the bill to come under Mr. Adams' Alien Labor Act, 1897.

Hon. Col. Baker said it was inconsistent to introduce such legislation as that into the bill. They must forbid everyone from employing Chinese or Japs if they prevented these companies from doing so.

Ultimately the suggested clause was laid over for further consideration and the committee rose and reported progress.

Mr. Semlin asked the Premier to explain the Railway bill.

Hon. Premier Turner said the matter would come up this week, possibly on Wednesday.

Hon. Premier Turner moved the second reading of the act to amend the Dairy Associations Act, 1895. He said the bill really explained itself. The amendment proposed to the act of 1895 had been suggested by a number of dairymen in different parts of the country, who had recommended that power should be given to associations to extend their business so that they might include the keeping of swine, and the manufacture and sale of the various products resulting therefrom; and the dealing in swine and cattle foods for the purpose of supplying such foods to the patrons of associations. Those amendments would make the bill more complete than it was, although, he might say, that dairymen were perfectly satisfied with the 1895 act.

The second reading was agreed to and the measure was passed through committee, the report adopted and the bill read a third time and passed.

Hon. Mr. Turner moved the second reading of the bill to amend the Dairy-men's Association Act, 1894. He said it

had for its object the reduction of subscription to such associations to \$1. The bill was read a second time and passed through its committee and stages, and was read a third time and passed.

Hon. Col. Baker moved the second reading of the bill to amend the school act said it was a recommendation from council of Vancouver, the purpose of which was that they should have opportunity of electing women trustees. As there was no objection on the contrary there was every reason why the right should be granted, now brought this amendment before house. The working of women trustees in Victoria had been found to be very beneficial, and he had no doubt that in Vancouver it would have similar effect. Other cities which desired to do the same thing had given them under the bill to do so.

The bill was read a second time and was partially considered in committee.

The house again went into committee on Mr. Booth's rural liquor license bill. Mr. Coston in the chair. Mr. Eberts moved an amendment that where license is applied for in a rural district the positioners shall not include details of any municipality within five mile limit mentioned in the bill. This was agreed to and the committee rose and reported progress.

The house went into committee to further consider the Tramway bill, Huff in the chair. The bill was reported complete without amendment and read a third time when the house adjourned.

The house went into committee on the bill, Mr. Braden in the chair.

Mr. Semlin objected to the Wide Tire Act being made to apply to the province. He moved that the committee rise. The motion was defeated, progress was then reported.

Dr. Walkem moved the second reading of his Small Debts bill. He said there was no provision in the bill regarding the security on appeal from \$5 to \$10. He wanted it also made peremptory that if a judgment creditor did appear the magistrate should dismiss the application. He also desired imprisonment for contempt of court abolished.

Hon. Mr. Eberts said the Small Debts court seemed to be a hobby with hon. gentlemen, and he appeared to have a grievance over a particular case. He did not think the bill on the statute book now was a harsh one. It was intention of the small debts act that there should be a cheap, quick and expeditious judgment. Section 21 gave the right of appeal both as to law and fact, and the appellant, if the plaintiff had to give security for costs not to exceed \$50, while the defendant, if he pleaded, had to put up the amount of judgment as well as a sum not exceeding \$50. The proposed amendment, however, would only force the defendant to put up \$10, and a man against who there was a judgment for, say \$1 might get the better of his creditor's refusal to pay. There might be something in the claim for a reduction of security from \$50. He could not agree with the proposed abolition of punishment for contempt of court, and thought they must carefully consider whether it was not inadvisable to all appeals as suggested by the bill. He did not want to aid further litigations.

Mr. Booth objected to further tinkering with the small debts court act.

Mr. Williams spoke in favor of the bill as it now stood. The clauses as to appeal and securities seemed to him right and proper. The proposed amendments did not commend themselves to him.

The second reading was negatived.

The house adjourned at 5:25 p.m.

James Lapa-14-97

YUKON DISTRICT.

Mr. Kellie moved and Capt. Jno. Irving seconded the following resolution: "That whereas the country lying to the north of British Columbia, by virtue of its geographical position, is closely related to this province and widely removed from other organized portions of the Dominion of Canada:

"And whereas the natural lines of communication by land and water are north and south by way of and through this province, and render the resources of that country almost wholly tributary to the trade and commerce of British Columbia:

"And whereas large areas of the territory in question, more particularly the Yukon country, are highly mineralized, containing rich quartz lodes and placer diggings, and are attracting a large mining population, with prospects of becoming in places thickly settled and prosperous by reason of such mineral wealth:

"And whereas it is desirable, and in the interests of the province of British Columbia, that said territory should have a settled and effective form of government, and a civil code similar to that in force in this province:

"And whereas the distance from the seat of the Canadian government renders it difficult to satisfactorily enforce the laws specially enacted for the unorganized territory of the northwest:

"Therefore be it resolved, that a respectful address be presented to His Honor the Lieutenant-Governor in Council, setting forth that in the opinion of this house negotiations should be opened up with the Dominion Government, having in view the enlargement of the boundaries of British Columbia so as to include the territory northward as far towards the Arctic Ocean as may be deemed practicable for port-haul purposes, and particularly in regard to the prosecution and control of the mining industry."

Mr. Kellie, speaking in support of his resolution, said that if we look in the portion of country he referred to we would add 127,000 square miles of mining country to our territory. The country was as rich in gold as Kootenay.

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which would be likely to
great advantage to the pro-
business that we should
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Messrs. Mutter, Kellie,
ving, Helmecken and Eb-
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asked for information as
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will be, but I can tell
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cause Monday is a statu-
day is a holiday, and
on Sunday. Many of us
ther sit on Sunday than
d there is only one day
d that is Saturday."
Turner said they would
od Friday and meet on

at into committee on the
ad Privileges bill, Dr.
chair. After some minor
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sert a new clause, 153,
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the bill to come under
n Labor Act, 1897.
er said it was inconsis-
such legislation as that
y must forbid everyone
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and passed.

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subscription to such associations from \$2
to \$1. The bill was read a second time,
passed through its committee and report
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passed.

Hon. Col. Baker moved the second read-
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why the right should be granted—he
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be very beneficial, and he had no doubt
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similar effect. Other cities which de-
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Tire bill, Mr. Braden in the chair.

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The house adjourned at 5:25 p.m.

Times Apr-14-97

YUKON DISTRICT.

Mr. Kellie moved and Capt. Jno. Ir-
ving seconded that whereas the country
lying to the north of British Columbia,
by virtue of its geographical position, is
closely related to this province and
widely removed from other organized
portions of the Dominion of Canada.
And whereas the natural lines of com-
munication by land and water are north
and south by way of and through this
province, and render the resources of
that country almost wholly tributary to
the trade and commerce of British Col-
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the territory in question, more particu-
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ritory should have a settled and effec-
tive form of government, and a civil
code similar to that in force in this
province: And whereas the distance
from the seat of the Canadian govern-
ment renders it difficult to satisfactorily
enforce the laws specially enacted for
the unorganized territory of the North-
west: Therefore be it resolved, that a
respectful address be presented to His
Honour the Lieut-Governor in Council,
setting forth that in the opinion of this
house negotiations should be opened up
with the Dominion government, having
in view the enlargement of the bound-
aries of British Columbia so as to in-
clude the territory northward as far to-
ward the Arctic ocean as may be deem-
ed practicable for provincial purposes,
and particularly in regard to the pro-
tection and control of the mining indus-
try."

Mr. Kellie said this province had 800
miles of mineral territory and there were
400 miles in the Yukon. It was desir-
able that these mineral regions should
be placed under control of one govern-
ment. He believed that Cariboo, Cas-
tair and Yukon were just as rich in
mineral as Kootenay. All the former re-
quired to prove this was further devel-
opment. The British Columbia govern-
ment should at once take steps to secure
the rich mining district of Yukon under
its control. The residents of Yukon
were anxious that such a change should
be made.

Mr. Booth was opposed to the resolu-
tion. He could not see that the union
would result advantageously to the pro-
vince.

Mr. Semlin said all the advantages to
be derived from the Yukon country will
come to British Columbia without legis-
lative union. He took issue with Mr.
Kellie's resolution in that it stated that
the Dominion government were incap-
able of administering the affairs of the
Yukon district. It would be just as
consistent to say that California be-
cause it was a mining district should
have assumed control of New Mexico
and Colorado because they were mining
districts. The revenue to be derived
from Yukon would not pay the cost
of building roads, establishing schools,
the administration of justice and other
necessities to the good government of
the territory.

Hon. Mr. Turner fully agreed with
Mr. Semlin's views. He thought it
would be better for the province to wait
a while before seeking to add the Yukon
to its limits. He did not believe that
such a union would prove profitable to
the province for some time to come.

Mr. Adams said that he would op-
pose the resolution. Mr. Kellie had re-
solved to observe one of the Ten Com-
mandments and was casting covetous
eyes on the rich Yukon district. (Laugh-
ter.) He thought it better to let well
enough alone and let this province se-
cure the advantages of the Yukon trade
without the expense of government.

Mr. Kellie said the members evidently
failed to appreciate the importance of
this district. It would be folly to allow
an opportunity to pass of annexing this
district to the province.

The resolution was voted down on the
following division:

Ayes—Messrs. Hume, Huff, Kellie,
Helmecken, Irving, Eberts, Mutter—7.
Noes—Messrs. Kennedy, Forster, Mac-
pherson, Kidd, Sword, Williams, Semlin,
Cotton, Graham, Smith, Baker, Turner,
Martin, Adams, Booth, Stoddart, Pooley,
Byrdon, Rogers, Hunter—20.

EASTER HOLIDAYS.

Mr. Semlin asked the leader of the
government to announce his intentions
with reference to adjournment for Eas-
ter. The members were anxious to make
arrangements, which would entirely de-
pend on the length of the adjournment.
The members of the opposition were
anxious that there should be as little
delay as possible and were willing to sit
right through the holidays.

Hon. Mr. Turner said that the govern-
ment first decided to adjourn from
Thursday to Monday, but would con-
sider the wishes of the members and
would announce their decision to-night.

Before the house rose Hon. Mr. Tur-
ner announced that the house would ad-
journ on Thursday until Easter Monday.
He thought the members would not ob-
ject to sitting on Monday, although a
statutory holiday.

WATER CLAUSES.

The house went into committee with
Dr. Walkem in the chair to further con-
sider the Water Clauses Consolidation
Act, 1897. After several sections were
reconsidered and slightly amended, Mr.
Booth moved a new section in the ef-

fect that companies coming under the
provisions of this act should be subject
to the provisions of the Alien Labor Act.
The clause is as follows: "In case any
company incorporated during the
present session or hereafter to be incor-
porated containing a provision that the
said company's act of incorporation shall
be subject to the Water Clauses Consoli-
dation Act, 1897, the same shall be
and is hereby declared to be subject to
the Alien Labor Act, 1897."

Mr. Booth said that the Alien Labor
Act already affected all public com-
panies and Mr. Forster's amendment
was therefore unnecessary.

Mr. Forster replied that the Alien
Labor Act only applied to companies
coming to the legislature for charters.
Companies, however, might be organ-
ized under the Companies Act and re-
water under the Water Clauses Act and
would therefore escape the provision
of the Alien Labor Act.

Hon. Col. Baker said Mr. Forster to
be consistent should introduce an act
forbidding the employment of Chinamen
at all.

Hon. Mr. Eberts wanted time to con-
sider the clause introduced by Mr. For-
ster, and Mr. Forster agreed to allow
the section to stand over. The commit-
tee rose and reported progress and asked
leave to sit again.

RAILWAY AID.

When the Loan Bill was called for
second reading, Mr. Semlin asked the
premier when he intended to move the
second reading of this bill. It would be
well for the premier to explain the bill
and then the members would be in a
better position to consider it during the
Easter holidays.

Hon. Mr. Turner said that he had de-
ferred the second reading of the bill in
order that the members and the coun-
try should have an opportunity of fully
considering its clauses. He did not
think another adjournment would be
necessary after he moved the second
reading.

DAIRYING.

Hon. Mr. Turner moved the second
reading of the Dairy Associations Act
Amendment Bill. He said the object of
the bill was to extend the powers of
Dairy Associations. The bill was read
a second time and the house went into
committee with Mr. Hunter in the chair
to consider the same. The committee,
after considering the different sections,
rose and reported the bill complete.
The report was adopted and the bill was
read a third time.

Hon. Mr. Turner moved the second
reading of the Dairymen's Association
Act Amendment bill. The bill was read a
second time and was considered in com-
mittee with Mr. Huff in the chair. The
bill was reported without amendments
and was read a third time.

PUBLIC SCHOOL BILL.

Hon. Col. Baker moved the second
reading of the Public School Bill. He
said the object was to give the city of
Vancouver the power of electing women
school trustees. It also gave the same
power to any other city. The second
reading was carried and the bill was
considered in committee with Mr. Ad-
ams in the chair.

Mr. Helmecken asked for some expla-
nation of the amendment, and being un-
satisfied with the minister of education's
explanation, he suggested that the com-
mittee rise and report progress. This
was agreed to.

LIQUOR LICENSES.

The house went into committee with
Mr. Cotton in the chair to further con-
sider the Rural Liquor License bill.
Mr. Booth moved an amendment to the
effect that when a liquor license is ap-
plied for in a rural district the petition-
ers shall not include residents of any
municipality within the five mile limit
mentioned in the bill. This amendment
was carried. The committee rose, report-
ed progress and asked leave to sit again.

WIDE TIRE.

The Wide Tire bill was considered in
committee with Mr. Braden in the chair.
Dr. Walkem said the bill was not in
the interest of the country and if Mr.
Kellie wanted such a bill he should have
put in a clause confining the operations
to the district of Northwest Kootenay.
Mr. Kellie said he would support
the bill and would not support the amend-
ment.

tion to Kootenay. It would work a hardship on teamsters along the Cariboo road.

Mr. Booth said in the interests of good roads the bill should apply to the whole of the province.

Mr. Semlin said the bill was not applicable to the conditions in the upper country. Teamsters on the Cariboo road have over 120 wagons now, and these would have to be discarded for wide tire wagons.

Messrs. Semlin and Graham also protested against the Wide Tire Act, and Major Mutter, speaking for his constituents, strongly supported the bill.

Mr. Foster said wide tires suited the Fraser River district, but he admitted there were other portions of the province where they would not be suitable.

A motion that the committee rise without reporting was defeated. The committee then rose and reported progress.

SMALL DEBTS ACT.

Dr. Walkem moved the second reading of the Small Debts bill. The amount of security, \$50, to be given to secure an appeal was too large and the bill introduced would lower that amount to \$10. The peculiar position in which the magistrate is placed by reason of the system of collecting fees, by which the magistrate is practically made a solicitor for the plaintiff, was obviated by a clause which made the magistrate disqualify a case unless the plaintiff appeared. There were several amendments required, which could be made in committee.

Hon. Mr. Eberts said the Small Debts Act was a hobby of Dr. Walkem's. The present Small Debts Act was not a harsh one. Mr. Eberts considered that the amount of security could very properly be assessed, but the sum of \$10 in the amending act was too small. The Small Debts Act as now on the statute books had given much satisfaction throughout the whole of British Columbia. There were few cases coming up in the small debts court that were not righteous cases and were not tried by impartial magistrates.

Mr. Williams said an act should not be amended because one magistrate did not carry out the law impartially. Dr.

ment of the province. He believed that as soon as the country there had a railway its quarries would prove as rich as those of Kootenay. He urged upon the Government to bring the great and valuable territory within the Province of British Columbia as soon as possible.

Mr. BOOTH could not see what advantage would result to the Province from the addition suggested. He opposed the motion.

Mr. TURNER said: "I think that the remarks of the hon. leader of the Opposition contain a great deal of truth. Were this union carried out we should assume a very heavy responsibility for British Columbia and I fail to see where the revenue would come in commensurate to the enormous expense that would be entailed on the Province in connection with it. I do not think that we know enough yet about the Yukon country to pass such a resolution as this. I do not see how the addition of that district to the already large dimensions of British Columbia is likely to prove of any great advantage to the Province. As to the business that we should get from it I do not see how making the country a part of British Columbia would greatly add to that. I am very sorry to object to the resolution but I cannot see what advantage it would be to British Columbia. It is perfectly true that the Dominion Government may look at this as a business way and push forward anything to open up the country. It would be far better, I think, for British Columbia to postpone such a thing as this until a much larger development by the Dominion Government has taken place. The attention of that Government has already been called to the productiveness of the country and I fancy it is their intention now to do something for it. When the country is better opened up we shall be in a position to judge whether it is wise that it should form part of British Columbia. I think it is far better for us to wait. The initial expenditure in developing the country should certainly come from the resources of the Dominion and not from the Province."

Mr. ADAMS said the hon. member for Kootenay was breaking the rule given on Mount Sinai "thou shalt not covet," and he must oppose the resolution.

Mr. KELLIE said that if the course he suggested was not adopted a few years would show that a golden opportunity had been lost.

The resolution was lost on a division of 20 to 7.

Mr. SEMLIN asked the leader of the Government what course was going to be taken with regard to the Easter holidays? He and his friends were willing to go right on with the business and sit day and night until they had got through.

Hon. Mr. TURNER said the original intention was to adjourn from Thursday until Tuesday. Monday was a statutory holiday and many members would not like to sit on Good Friday. Later it was decided to adjourn on Thursday night and meet again on Monday.

The House went into committee on the Water Bill, Dr. Walkem in the chair.

Mr. FOSTER moved as a new section that all companies taking advantage of this act must abide by the Alien Labor act.

Mr. BOOTH remarked that that act applied to all public companies.

Mr. FOSTER said the act applied to companies coming to the Legislature for bills and this Water bill allowed companies to become incorporated without coming to the House. After some discussion the amendment was laid over. The committee rose and reported.

Mr. SEMLIN asked the leader of the Government to explain the Railway bill.

Hon. Mr. TURNER said: "The matter would come up this week; possibly to-morrow."

Hon. Mr. TURNER moved the second reading of the act to amend the Dairy Associations Act, 1894. He said: "I think the bill really explains itself. The amendment that is proposed to the act of 1894 has been suggested by a number of dairymen in different parts of the country who asked that an association formed for the manufacture of cheese or butter, or both, may extend its business so as to include: (1) The keeping of swine, and the manufacture and sale of the various products resulting therefrom; or (2) The dealing in swine and cattle foods for the purpose of supplying such foods to the patrons of such association. I may say that those interested are perfectly satisfied that the act of 1894 is perfectly satisfactory but this bill will make it more complete and help the dairymen to realize profits in connection with their operations which they could not otherwise obtain. I do not think it is necessary to say anything more and I move the second reading."

The bill was then committed, reported on and read a third time.

Hon. Col. BAKER moved the second reading of the bill to amend the school act. He said: "It is a recommendation from the Council of Vancouver, the purport of which is that they should have an opportunity of electing women school trustees. As there was no objection on the contrary there was every reason why the right should be granted—he had brought this amendment before the House. The working of women school trustees in Victoria has been found to be very beneficial and I have no doubt that in Vancouver it would have a similar effect. Other cities which may desire to do the same thing have the same power given them by this bill."

The bill was read a second time and committed. After some discussion progress was reported.

The House again went into committee on Mr. Booth's Rural Liquor License bill. A few small amendments were inserted and the committee rose and reported progress and asked leave to sit again.

Mr. KELLIE's tramway bill was further considered in committee and reported complete without amendments. The report was adopted and the bill was read a third time and passed.

The Wide Tire bill was next considered in committee. Several members objected to the wide application of the act and an unsuccessful attempt was made to kill the bill. The committee rose and reported progress and asked leave to sit again.

Hon. Mr. EBERTS did not think the bill on the statute book was a harsh one. It was the intention of the Small Debts act that there should be a cheap, quick and expeditious judgment. He gave a number of reasons why the present bill amply met the needs of small debtors and could see little use in most of the amendments suggested. After some further debate the motion for the second reading was lost.

The House adjourned at 5:25 p.m.

The second reading was carried and the bill was put through its remaining stages and passed.

Hon. Mr. TURNER moved the second reading of the bill to amend the Dairyman's Association act, 1894. He said: "This makes a very slight amendment to the original act. The change reduces the amount of the subscription from \$2, as in the original act, to \$1. I have been requested from all parts of the country to have this reduction made. I move the second reading."

The second reading was agreed to and the bill was then committed, reported on and read a third time.

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The House adjourned at 5:25 p.m.

MR. BOOTH opposed the motion in the duty of the Dominion Government to look after this territory, and in advantage could accrue to the Province from its inclusion.

MR. SEMLIN opposed the motion in the heavy cost that would be entailed on this Government. He did not see any advantage to be gained by bringing the Yukon mining into under our Provincial Government.

HON. MR. TURNER said that he carried in the view taken by the Leader of the Opposition. We hardly know enough about the Yukon district to pass such a resolution as this at present time. He saw no advantage to be gained, and it would be better wait until this district has been further developed under the direction of the Dominion Government.

MR. ADAMS said the hon. member Kootenay (Mr. Kellie) was breaking good old Commonwealth. "Thou shalt covet." (Laughter.) He would oppose the motion, as he was of the opinion that it would be best to let enough alone.

MR. KELLIE was sorry that the House would not allow it to secure so rich a territory as an addition to the Province. Members did not want to quite understand the importance of the mining industry. His district (Kootenay) would probably bring \$250,000 to the revenue of the Province this year.

Hon. Mr. Turner—Hear, hear.

Mr. Kellie was satisfied that if got control of the Yukon country, would pay us a thousandfold.

The motion was negatived, only Mr. Hume, Hon. Mutter, Irving, Helme Eberts and Kellie voting for it, a division of 7 to 20.

MR. SEMLIN asked the Premier long the Easter adjournment would as members were desirous of making arrangements. On the Opposition of the House they were prepared to work straight on.

HON. MR. TURNER promised an answer before evening. The original intention had been to adjourn from Thursday until Monday, but that might be modified.

(Later in the afternoon Hon. Mr. Turner announced that the adjournment would be from Thursday until Monday next.)

THE WATER BILL.

The House went into committee on the Water Bill, Dr. Walkem in the chair. On motion of the Attorney-General a division 7 was announced in order to read every right, power and privilege required under this Act, subject and conditional upon the reasonable of the water for which such right, power or privilege was conferred instead only applying to grants made for domestic, agricultural and mining purposes as formerly.

Mr. Foster moved to add a new section to the Act in order to bring companies who might carry on operations under this Water Bill within the provisions of the Alien Labor Bill, matter at what date the charters such companies might have been obtained.

Hon. Mr. Baker thought the amendment inconsistent, and would rather have a bill brought in to prevent people employing Chinamen at all.

Mr. Macpherson—"Hear, hear."

Mr. Smith opposed inserting the clause in the bill. Eventually on the motion of Mr. Foster, the proposed new section was laid over. The committee rose and reported progress.

RAILWAY LOAN BILL.

MR. SEMLIN asked when the House was to have an explanation of the Loan Bill, more especially in view of the Easter adjournment.

HON. MR. TURNER said that he was not prepared to go on with the bill to-day, but he proposed to go ahead with it immediately after the second reading, which might be moved to-morrow.

WOMEN AS SCHOOL TRUSTEES.

HON. MR. BAKER, in moving the second reading of the Public Schools Bill, said that this had been brought in owing to a representation from Vancouver to the effect that City would like to have an opportunity of electing women as school trustees. There was no objection whatever, in fact rather the reverse. The bill gave power to any city in the direction named.

MR. COTTON wanted to know if the bill would allow the City of Vancouver to elect women as school trustees.

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FORTY-FOURTH DAY.

From Our Own Correspondent.

Victoria, April 13.—There was more interest taken around the House this afternoon in the result of last night's caucus on the railway bill than in the actual proceedings themselves. It was difficult to learn anything about what took place though it is undoubtedly, in circles supposed to be authoritative, that some modification will be made in the bill as it relates to the V. V. & E. Railway. It was stated on the street that a subsidy of \$4,000 per mile was to be granted to the company for the distance from the coast to Grand Forks but how far the report was true one cannot say. We may hope that the rumor is correct. Probably to-morrow afternoon the Premier will explain the loan bill if any changes are not known before then. That the changes are likely to be known in Vancouver is, however, probable in view of the Premier's promise to send a reply to the request of the Vancouver and Westminster deputation by Wednesday. In the House itself bills progressed rapidly and the Government is to be congratulated on the progress made. The Easter holidays are to be curtailed this year and the House will meet on Monday next. Members are busily pairing but the unfortunate reporter has to attend willy nilly while most of the people who so loudly demand a short holiday will be basking in the sunshine, or angling for trout, or (who knows?) playing the gallant to some pretty girl. Our legislators are not above this sort of thing when they can get a pair.

Mr. KELLIE moved a long resolution the effect of which was that Yukon should be added to British Columbia and concluded by declaring "that in the opinion of this House negotiations should be opened up with the Dominion Government, having in view the enlargement of the boundaries of British Columbia so as to include the territory northward as far towards the Arctic Ocean as may be deemed practicable for Provincial purposes, and particularly in regard to the prosecution and control of the mining industry."

Mr. KELLIE, speaking to his motion, said he had a number of letters from Yukon asking that the country should be brought under the Govern-

News & Advertiser - Apr 13 - 94.

THE YUKON COUNTRY.

MR. KELLIE moved, seconded by Capt. Irving: "That whereas the country lying to the north of British Columbia, by virtue of its geographical position, is closely related to this Province and widely removed from other organized portions of the Dominion of Canada; and whereas the natural lines of communication by land and water are north and south by way of and through this Province, and render the resources of that country almost wholly tributary to the trade and commerce of British Columbia; and whereas large areas of the territory in question, more particularly the Yukon country, are highly mineralized, containing rich quartz ledges and placer diggings, and are attracting a large mining population, with prospects of becoming in places thickly settled and prosperous by means of such mineral wealth and whereas it is desirable, and in the interests of the Province of British Columbia, that said territory should have a settled and effective form of government, and a civil code similar to that in force in this Province; and whereas the distance from the seat of the Canadian Government renders it difficult to satisfactorily enforce the laws specially enacted for the unorganized territory of the Northwest; therefore be it resolved that a respectful address be presented to His Honor the Lieutenant-Governor-in-Council, setting forth that in the opinion of this House negotiations should be opened up with the Dominion Government, having in view the enlargement of the boundaries of British Columbia so as to include the territory northward as far towards the Arctic Ocean as may be deemed practicable for Provincial purposes, and particularly in regard to the prosecution and control of the mining industry." The mover urged the advisability of this territory being brought within the Province. He had had letters from settlers in the Yukon district asking that the district be admitted into the Province, and an additional reason for the inclusion is that it is very rich in gold.

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tramway bill was in committee and without amend- was adopted and third time and pas- bill was next con- tee. Several mem- he wide application unsuccessful attempt the bill. The com- ported progress and

TS did not think the book was a harsh tention of the Small here should be a expeditious judgment. of reasons why the met the needs of could see little use edments suggested. er debate the motion ing was lost. rned at 5:25 p.

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MR. BOOTH opposed the motion and is the duty of the Dominion Government to look after this territory, and no advantage could accrue to the Province from its inclusion.

MR. SEMLIN opposed the motion owing to the heavy cost that would be entailed on this Government. He did not see any advantage to be gained by bringing the Yukon mining interests under our Provincial Government.

HON. MR. TURNER said that he concurred in the view taken by the Leader of the Opposition. We hardly know enough about the Yukon district to pass such a resolution as this at the present time. He saw no advantage to be gained, and it would be better to wait until this district has been further developed under the direction of the Dominion Government.

MR. ADAMS said the hon. member for Kootenay (Mr. Kellie) was breaking the good old Commandment, "Thou shalt not covet." (Laughter.) He would oppose the motion, as he was of the opinion that it would be best to let well enough alone.

MR. KELLIE was sorry that the sense of the House would not allow it to secure so rich a territory as an adjunct to the Province. Members did not seem to quite understand the importance of the mining industry. His district (West Kootenay) would probably bring in \$250,000 to the revenue of the Province this year.

Hon. Mr. Turner—Hear, hear.

Mr. Kellie was satisfied that if we got control of the Yukon country it would pay us a thousandfold.

The motion was negatived, only Messrs. Hume, Hutt, Metter, Irving, Helmcken, Eberts and Kellie voting for it, on a division of 7 to 20.

EASTER ADJOURNMENT.

MR. SEMLIN asked the Premier how long the Easter adjournment would last, as members were desirous of making arrangements. On the Opposition side of the House they were prepared to work straight on.

HON. MR. TURNER promised an answer before evening. The original intention had been to adjourn from Thursday until Monday, but that might now be modified.

(Later in the afternoon Hon. Mr. Turner announced that the adjournment would be from Thursday until Monday next.)

THE WATER BILL.

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HON. MR. TURNER said that he was not prepared to go on with the bill to-day, but he proposed to go ahead with it immediately after the second reading, which might be moved to-morrow.

WOMEN AS SCHOOL TRUSTEES.

HON. MR. BAKER, in moving the second reading of the Public Schools Bill, said that this had been brought in owing to a representation from Vancouver to the effect that that City would like to have an opportunity of electing women as school trustees. There was no objection whatever, in fact rather the reverse. The bill gave power to any city in the direction named.

MR. COTTON wanted to know if this bill would keep the City of Vancouver, because it had done under a similar act.

HON. MR. BAKER replied that the bill had been very carefully drawn in the Attorney-General's office, and would apply to Vancouver the same as to Victoria.

The House went into committee on the bill, Mr. Adams in the chair. After some discussion as to whether the object of the bill was clearly provided for, the committee rose and reported progress.

SMALL DEBTS ACT.

DR. WALKEM moved the second reading of the bill to amend the Small Debts Act. The Act of 1896, he said, while allowing an appeal required a large deposit to be put up, and in this bill, the security required in the case of an appeal has been most fully reduced. Doubtless there were changes that would have to be made in committee, but he was quite prepared to accept any reasonable amendments.

HON. MR. EBERTS said the Small Debts Act seemed to be a hobby of the hon. member for South Nanaimo. He did not think the Act as it now stood was a happy one. The idea of the Act was simply to get an expeditious order, and also to reduce the cost of litigation. An appeal is allowed at present to a Judge of the Supreme Court on \$50 security being put up. It was by this bill proposed to reduce that amount to \$10, or such security as the Magistrate may approve. It might be well to make the amount less than the \$50 now required, but the matter is at the discretion of the magistrate who can in certain cases reduce it. It is a hard matter for a magistrate to satisfy everybody. The Small Debts Act as it now stands has given great satisfaction throughout the Province. He hoped when in committee this bill would be very carefully looked into, in order that the costs in these cases should be as light as possible on the defendant.

MR. BOOTH opposed piling up legislation in this direction, and could not vote for the second reading.

MR. WILLIAMS said the law had worked very well, and because one magistrate had not administered it correctly, was no reason to condemn the working of the Act. The amendments did not commend themselves to him.

The motion for the second reading was negatived, and the House adjourned at 5.30 p. m.

No. 45.

VOTES AND PROCEEDINGS OF THE Legislative Assembly of British Columbia.

Wednesday, 14th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. J. F. Betts.

Mr. Booth presented the Twenty-fifth Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 14th, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

That they find the preamble proved of Bill (No. 12) intituled "An Act to Incorporate the Okanagan Water-Power Company," and submit the same herewith with amendments.

The Report was received.
J. P. BOOTH,
Chairman.

Mr. Booth presented the Twenty-sixth Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 14th, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee is of the opinion that, as Bill No. 45 has not as yet passed through the House, the time limited for reception of Reports should be extended for one week from the 19th day of April, instant, and that the Standing Orders should be suspended for that purpose. And your Committee beg to recommend the same accordingly.

J. P. BOOTH,
Chairman.

The Report was received.

The Standing Rules and Orders were suspended and the Report adopted.

Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," was again committed.
Progress reported.
Committee to sit again to-morrow.

Bill (No. 20) intituled "An Act to Incorporate the Barkerville, Ashcroft and Cariboo Railway Company," was committed, with Major *Mutter* in the Chair.
Progress reported.
Committee to sit again to-morrow.

The Hon. Mr. *Turner* moved—That Bill (No. 54) intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works," be read a second time now.

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Mr. *Semlin* moved in amendment, seconded by Mr. *Seord*,—

To strike out all the words of the motion after the word "That" and insert in lieu thereof the words "the order for the second reading be discharged and the Bill withdrawn, to enable the Government to submit to the Legislature, instead of the present Bill, a measure for procuring at once a survey of the country between *Hope* and *Penticton* preliminary to construction as a public work of a line from the coast to *Penticton*, and the immediate construction as a public work of a railway from *Penticton* to *Boundary*."

Mr. Speaker *Higgins* ruled out of order all the words of the amendment after the word "withdrawn."

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

Debate resumed and continued until 11:40 p. m., when it was adjourned until to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 11:45 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

On Monday next—

The Hon. Mr. *Turner* to ask leave to introduce a Bill intituled "An Act to amend the 'Revenue Tax Act.'"

On Monday next—

The Hon. Mr. *Turner* to ask leave to introduce a Bill intituled "An Act to prevent the spreading of Noxious Weeds."

On Monday next—

The Hon. Mr. *Turner* to ask leave to introduce a Bill intituled "An Act to amend the 'Horticultural Board Act, 1894.'"

On Monday next—

The Hon. Mr. *Eberts* to ask leave to introduce a Bill intituled "An Act to amend the 'Small Debts Act, 1895.'"

On Monday next—

The Hon. Colonel *Baker* to ask leave to introduce a Bill intituled "An Act for securing the Safety and Good Health of Workmen engaged in or about the Metalliferous Mines in the Province of British Columbia by the appointment of an Inspector of Metalliferous Mines."

On Monday next—

Mr. *Smith* to ask leave to introduce a Bill intituled "An Act to amend the 'Mineral Act, 1896.'"

By Mr. *Seord*—On Monday next—

That in requiring a declaration from the surveyor who surveyed land for an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the Legislature intended that the attention of the Land Office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase.

60 VICT.

14TH APRIL

3

Mr. *Hume* to move, in Committee of the Whole on Bill No. 48 (Bedlington and Nelson Railway), to strike out all the words after the word "Railway," in the 13th line of section 18, to the end of the section

Mr. *Booth* to move, in Committee of the Whole on Bill No. 55 (British Columbia-Yukon Railway), the following as a new section:—

"The Company shall have power to take and use water for generating electricity, and for the purpose of carrying out such undertaking the Company shall (except as is in this Act provided) be in the position of a Company duly incorporated in compliance with sections 79 and 90 of the 'Water Clauses Consolidation Act, 1897,' and with all the provisions relating to a Power Company of Part IV. of the said Act (except such as relate to the incorporation of the Company, or as are herein excepted, altered, or varied), and all the provisions of Part V. of the said Act shall apply to the Company."

Hon. Premier *Turner* in moving the second reading of the Loan bill, said he need hardly say that this was possibly the most important bill that had been introduced this session—a session in which we had had already some very important measures for the province. For many years it had been recognized that the province required to be developed by the aid of railways. The vast extent of the province, and the difficulty and expense of getting about rendered it absolutely necessary that its arteries should be of the character of railways. An attempt was made some few years ago in this direction. Aid to a certain extent was given in the building of such lines as the Nakusp and Slocan, the Shuswap and Okanagan, the Columbia and Western, the Nelson and Fort Sheppard and the line from Trail to Roseland—all those had been aided in some manner by the government. In two cases it had been by the guarantee of bonds, and in other cases by land grants. The Premier went on to refer to objections that had been made to both these forms of aid, and incidentally remarked that the Nakusp and Slocan, one of the lines whose bonds were guaranteed, promised in the near future to pay its way and said that the line had advanced the district through which it ran 20 years. He added: "Objections to these kinds of government assistance have had their effect on the government, but at the same time evidence from all parts of the country rendered it necessary that some amount of aid should be given to railways to enable us to open up this great Province. It was felt that some definite and general railway policy would be in the interests of the country and it was the general opinion that some very great and important sections of the country required very early attention. It was recognized that there was little likelihood of these lines being constructed for many years to come, unless aid was given. The people all over the province have recognized that such railways would be of benefit to the country at large. On very carefully going through the best methods in connection with the advancement of railways, the government decided to adopt the policy contained in the bill, namely, a definite bonus per mile. We are following the example of the other provinces and of the Dominion in this, and undoubtedly this form of assistance has this advantage that it definitely fixes at once the responsibility of the province. Last year there were very strong feelings shown in favor of the government taking up the matter of railways in a systematic form, but last year was not an opportune time for such a vast undertaking. I do not think, sir, that any other province has commenced aiding railways so early in its existence. Since last year matters have very considerably altered. Last year, as you know, the revenue was not in a buoyant condition. We on this side of the house felt confident of the future, but still the revenue was not in such a condition as would give confidence to outsiders, especially considering the depression on the Coast, and indeed throughout the world. The revenue of the province has steadily and rapidly increased since then, and it is still increasing. It was felt by the government that this was the time to form a policy in the direction of assisting important railways." He claimed that they had commenced boldly. On looking over the country it was evident that there were two sections of the country that required lines. One was in that section of the country lying north of the C. P. R. that was known to be a rich mineral country. All the region on the way up to Cariboo from the coast was a rich mineral country. This has been proved beyond doubt so that the country that was opened up would produce a large amount of the precious metal and the railway would also open up a country fitted for many industries. Between the ocean and the coast range there was an important mineral country. Beyond there was a magnificent stock-raising and farming country, then there was a considerable timber district, and lastly the rich placer and quartz mines. These, again, this line was undoubtedly but the commencement of another trans-continental line which would open a country known to be one of the finest parts of the Dominion. After pointing out the fact that this line would be partially instrumental in opening up approximately 400 miles more of navigable water of the Fraser which was an important factor to be considered, he

added: "I may call this line the great central line of B. C. because it is evident that after this line is built other lines will be built north and south to tap the country. Eventually a line will be continued up to the Skeena river at least. As to the advantage to the coast cities of such a line as this I need hardly enlarge on the position. The western end is accessible to Victoria, Vancouver and Nanaimo. It is virtually a central point. The great value of this line will not, however, be confined to the three cities named, it will be valuable to the whole province. I think that is sufficient

for me to say about this great northern line. Now, sir, we will turn to the proposed line to Penticton. The government, seeing the importance of taking up this matter, and at the same time solicitation of an enormous number of people, have decided to introduce an amendment to the section limiting the bonus at present to the first portion of the line to Chilliwack, and the amendment will read in this way:

"Section 8. In lieu of sub-section (c) insert the following:

"(c) For a railway from the coast, in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately two hundred and thirty miles."

I think it is a most unnecessary to speak of the great advantage to the province of this line to the Kootenay country. It has been so prominently brought before the whole province, and it is never

more have all been pointing out the great importance of this line, that it is almost superfluous for me to say much about it. This line would run through a populous country for a considerable portion

of the route and it would terminate in a district that is already settled, beside beginning in a populous district. Many railways in Canada had been built where there was a very small population. With the mining population at the other end the line should at once commence to produce a large revenue. Where mines were railways always paid better than in other places. Now they had to take into consideration the next section—the line from Penticton to Boundary. This, of course, was a most important section of the same line. It continued from Penticton district down to a rich mining region, and brings the coast within easy access of that portion of the province. It was a line that ought to be started at once. The quicker we got it the better for this province. By the building of this section of the line the mines could at once be placed within thirty hours of the coast. An important fact that we must not lose sight of was that it would bring traffic to the Shuswap and Okanagan line, which was now costing the province \$30,000 a year. This line, built right at once, would make a cost concern a paying one. With regard to the Coast line they would no doubt notice that there would be another amendment, as follows: "Section 11. No person, firm or company shall be entitled to a subsidy for the construction of a line between English Bluff aforesaid and Penticton, except on condition that the company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant Governor in Council, to construct and operate daily between said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers." He thought the house would see that that was a wise section. He might mention that in several places it would be necessary to amend the bill so as to enable the government to agree with any person, firm or company to carry out the works at an early day. The government hoped to get on the lines constructed before the 30th of June next, and possibly sooner. This loan could not be raised until the 30th June, 1898, and an amendment would be made to the bill to that effect.

He then dwelt at length on the duty of the Dominion government to aid in railway construction in this province. The Dominion was assisting public works in the East, such as enlarging the canal for which the province paid share. He did not complain of that, but he wanted the claims of this province carefully considered. It was well known that the payments for this province to the Dominion were 10 per cent. larger than those of the rest of the province. As a matter of fact, it

and by using the Okanagan lake as a route through a through road from the Coast via Vancouver over the C.P.R. can be established within a comparatively short time, thus securing the communication between Boundary Creek district and the Coast by an all provincial route. The section from Hope to Penticton will require further examination as to practicability, but with the application of modern railroading principles it

may be found possible, although I think under the most favorable circumstances it will require some years to construct and complete. If the railway proposed is found sufficient when supplemented by Dominion aid, it would give the most direct communication with the coast, hence I think the government are fully warranted and justified in proposing to do what it can to secure it.

The next railway proposed in the bill is that from Butte Inlet to Quenelle, one which I am sure will meet with the endorsement of the house. It is not perhaps on the comprehensive lines which some parts of the province would have wished to have seen it, but as in the other case, it has been made to conform to the general conditions necessary to bring it within the means of the province, and with the view of placing the important district of Cariboo in communication with the coast by the shortest route and in the shortest time possible, provided the subsidy is found to be sufficient with what further aid may be obtained from the Dominion government. As the house is already aware the land grant alone has not been sufficient to induce the necessary capital, but there is a strong probability that with the aid proposed in the bill, and additional aid from the Dominion, the money may be obtained. Should the construction of this railroad be secured on such terms I think it can be justly claimed that they would be more favorable than have been heretofore obtained for similar roads, under similar conditions. Until such facilities for transportation are provided as this railway would furnish, the settlement and development of the northern portions of the province must continue to be slow. I take it that it is generally admitted that the country through which it passes is desirable for settlement. All reports of those who have examined the country are favorable to this view, and the quantity of land suitable for agricultural and pastoral purposes, along the line of this railway and immediately tributary thereto, is estimated by Mr. Marcus Smith to be 12,000,000 acres, and this is confirmed by Mr. H. P. Ball, who examined the country in 1896. I am convinced that when the country is opened up for settlers many places, not yet discovered, large in area, will be found which are not included in these estimates. Stimulated as the settlement of these lands would be by the advantages afforded by the market for the produce of the settlement at the mines, I am convinced that the construction would be followed by the speedy settlement of the adjacent agricultural and pastoral lands. The mineral wealth of Cariboo has already been proved, and in spite of the difficulties now surrounding its development and economical operation with modern appliances, upon a large scale, many large enterprises have been undertaken, and are now in operation or about to commence operations. These enterprises have been undertaken in spite of the enormous expense which had to be incurred in providing the necessary equipment, and affords striking evidence of the confidence which these enterprising men (who have furnished the large amount of capital necessary) have in the properties—both hydraulic and quartz—which they have undertaken to develop in order to recoup themselves. The output of gold from the placer mines of Cariboo has already been over \$50,000,000 in gold. With railway facilities not only will the placer mine workings be extended and encouraged, but the extensive quartz and hydraulic mines, known to exist throughout the district, will be brought within reach of practical working with modern appliances, and on economic lines. Not only would this railway open up Cariboo and the country through which it passes, but it would place within easy access of the Coast the whole of the large plateau lying to the north of it, which is already attracting the attention of capitalists and others, as a field for mining operations. It would also furnish a market tributary

to the Coast district, and thus open up the means for their more economical and rapid development, and be the means of realizing in our own province all the benefits arising from the settlement and development which must follow the successful accomplishment of this most worthy enterprise.

Some criticism has been made upon the building of this portion of the road first, and in explanation I think it can easily be made clear to anyone who will take the trouble to study the situation, that the government in doing so are showing a disposition to meet the real and immediate requirements of the country. The financial obligation has been brought more nearly within the means of the province, and the main features of the original proposition are to be accomplished, viz.: to connect the Coast with Cariboo. The distance from Butte Inlet to Quenelle is 231 miles. Were the railway carried by way of the C.P.R. to Ashcroft, and thence to Cariboo the distance would be about 481 miles, so that the distance of railway carriage saved is about 250 miles. Another important point attained in the estimation of many is that it will be independent of the C.P.R. and is so far removed from the boundary line as to make it purely provincial in character so far, but with so many advantages as to route, gradients, climatic conditions and economical features as must, when the proper time comes, establish its claim as a through inter-provincial and trans-continental road. Once the Coast at Butte Inlet is reached, all provincial

Coast points are readily accessible by water communication, a means of conveyance which the eastern provinces and the eastern states have expended large sums of money in providing by artificial means, and large extensions of the system are now under discussion and consideration. With such experience before us it seems to be in accordance with economic principles, and the special necessities of the case from a provincial financial standpoint, that in the meantime this should be availed of, in order that the object of connecting Cariboo with the Coast may be accomplished the sooner, and at the least expense.

While I think it is generally admitted that railways are necessary to the development of British Columbia, the important question of how to arrange the financial conditions in order to secure them is frequently lost sight of by the public. These are not only serious, but are surrounded with some difficulties, and it seems to be impossible to regard this part of the question except from a combined Dominion and provincial obligation and duty. To show this it is necessary to refer to the working out of the constitutional arrangements for the fiscal government of each, and the circumstances of each at and since confederation. The eastern provinces at confederation were farther advanced in development and settlement than this province was, and they had, therefore, the advantage of their customs and other new federal sources of revenue for railway construction and other public works of that nature, and although an equitable financial basis of adjustment, as far as could be seen at the time, was doubtless arrived at by an allowance pro or con—for debt and per capita—such basis does not appear to have fulfilled the anticipations of those who had the settlement of it. The great point of difference being the comparatively undeveloped condition of this province and the insignificance of the allowances made as compensation, when compared with the advantages which would have accrued to the province from the expenditure of a proportionate amount of money for railways and other public works, according to its area, to the debts of the other provinces, which were assumed by the Dominion government. These debts amounted to \$109,430,480, of which the old province of Canada (now Ontario and Quebec) has \$69,500,000 at the original settlement, and to this was added in the adjustment of 1873, \$10,500,000, and also an addition to Ontario of \$2,845,000, and to Quebec of \$2,540,214, as provinces, so that for these two provinces the Dominion has already assumed \$78,904,002, since confederation the Dominion has expended on railways \$108,583,605, in customs \$44,181,312, and in public works \$44,825,913. In 1897 Canada had 2,270 miles of railways, while in 1895 there were 16,658 miles. In 1893 the capital of the railways in Canada was \$160,471,190, while in 1885 it was \$28,444,500.

The total area of Ontario and Quebec is 147,140 square miles, that of British Columbia is 382,500 square miles. British Columbia with 85 per cent. of the area of both Ontario and Quebec combined has only 800 miles of railway as compared with 9,542 miles in the other two provinces. According to area British Columbia should have 8,110 miles. While specially referring to the construction of railways it may be well to point out that the average cost per mile of the Grand Trunk is \$100,150, while the Canadian Pacific cost \$85,605. These facts are mentioned in order that the house may appreciate the necessity for a cash subsidy in addition to the land grant, and the necessity for railways in order that the country may be settled up. It has frequently been mentioned in this house that the indebtedness of the province was already too large, but by comparison of this position (not only with the other provinces but with other countries) such does not appear to be the case. Taking the leading English speaking countries the comparison is very favorable, the per capita debt of this province being \$26.06 while that of the following countries is:

	Per Capita.
United Kingdom.....	\$ 81.70
Australian colonies.....	246.50
Tasmania.....	167.08
New Zealand.....	236.06
United States.....	24.63
Canada.....	49.78

The Australian colonies and New Zealand own their railways, which to a material extent accounts for their large per capita indebtedness.

Coming now to the question of Dominion revenue and expenditure, the showing is still more favorable to the province. For 1896 the showing from the principal sources is as follows:

REVENUE.	
British Columbia—	
Customs.....	\$1,406,931.92
Inland revenue.....	295,294.57
Postal revenue.....	140,125.98
	\$1,842,352.47
Or \$18.50 per capita.	

EXPENDITURE.	
Population—69,125, at \$7.50.....	736,287.50
Excess of revenue.....	\$1,106,064.97

Comparing this with other provinces on the same basis we find the showing to be as follows, from the same sources:

REVENUE.	
Ontario—	
Customs.....	\$7,800,866.78
Inland revenue.....	3,518,946.92
Postal revenue.....	1,929,150.11
	\$13,248,963.81
Or \$6.23 per capita.	

Continued on page seven.

EXPENDITURE.	
While upon the same basis of the average per head of expenditure on the population of that province, which is 2,114,321 at \$7.50 each, the expenditure would be.....	\$15,557,408.60
Excess of expenditure.....	\$2,548,004.19

REVENUE.	
Quebec—	
Customs.....	\$7,738,547.82
Inland revenue.....	5,072,040.95
Postal revenue.....	600,064.78
	\$13,410,653.55
Population 1,468,535 at \$7.50.....	11,014,013.00
Excess of revenue.....	\$2,446,640.55

These are the two largest provinces in the Dominion, and in order to make the comparison as full as possible we will now take the smallest provinces and see what the showing is:

REVENUE.	
New Scotia—	
Customs.....	\$1,442,927.51
Inland revenue.....	304,236.92
Postal.....	287,424.20
	\$2,034,588.63
Population 450,300 at \$7.50.....	\$3,377,250.00
Excess of expenditure.....	\$1,342,661.37

REVENUE.	
New Brunswick—	
Customs.....	\$1,080,804.45
Inland revenue.....	297,852.88
Postal revenue.....	190,408.70
	\$1,569,066.03
Population 321,305 at \$7.50.....	\$2,409,787.50
Excess of expenditure.....	\$844,721.47

REVENUE.	
Prince Edward Island—	
Customs.....	\$127,000.10
Postal revenue.....	40,803.84
Inland revenue.....	44,663.53
	\$212,467.47
Population 100,073 at \$7.50.....	\$750,547.50
Excess of expenditure.....	\$538,080.03

REVENUE.	
Manitoba—	
Customs.....	\$ 61,400.00
Inland revenue.....	45,000.00
Postal revenue.....	10,000.00
	\$116,400.00
Population—152,008, at \$7.50.....	\$1,140,060.00
Excess of revenue.....	\$ 923,660.00

REVENUE.	
The Territories—	
Customs.....	40,000.00
Postal revenue.....	75,000.00
Inland revenue.....	10,000.00
	\$125,000.00
Population—98,967, at \$7.50.....	\$742,252.50
Excess of expenditure.....	\$ 617,252.50

RECAPITULATED THE SHOWING IS AS FOLLOWS:	
Excess of expenditure over revenue—	
Ontario.....	\$2,548,004.19
Prince Edward's Island.....	805,000.00
The Territories.....	617,252.50
New Brunswick.....	844,721.47
Nova Scotia.....	1,342,661.37
	\$5,949,639.53

RECAPITULATED THE SHOWING IS AS FOLLOWS:	
Excess of revenue over expenditure—	
Quebec.....	\$2,446,640.55
Manitoba.....	923,660.00
British Columbia.....	1,106,064.97
	\$4,476,365.52

Total excess of expenditure over revenue for the whole of the provinces.....	
	\$1,473,273.81
The total expenditure by the Dominion in 1895 was.....	
	\$ 83,100,000.00
And the total revenue in 1895 was.....	
	\$3,900,000.00
	\$4,183,100.00

It is frequently remarked by the of the other provinces that this province is a burden upon them, and Ontario always tried to make it appear that was the milch cow for the whole Dominion. With such a showing as that I have given it must be apparent to one who will go into the matter exactly the opposite is the fact, and especially in this fact apparent in the of this province, which has contributed an excess of revenue into the Dominion treasury of \$1,106,064.97, against an excess of expenditure upon the same basis of \$2,548,004.19. What better can be produced? I hope our patriotic citizens in the provinces of the Dominion will carefully study the figures given and be prepared to accord to British Columbia a little more consideration than has been heretofore shown.

Older provinces it was naturally expected that they would be regarded more in the light of the parent would contribute liberally to the support of the child, but the very opposite years to have been the case, and support has been from the child very large degree to the parent, both a direct way to a large extent, and directly as well. The contention the building of the Canadian Pacific Railway (so frequently made) for the sole benefit of British Columbia is neither reasonable nor correct. It was a national undertaking and the people of this province should not be expected to contribute more to it than they have in land as its special contribution, and its fair per capita share of the expenditure in money the rest of the Dominion to meet liabilities and charges which have incurred through the undertaking.

It is not for this railway the Dominion would not have the promising future or command the attention which it to-day, either in a national or commercial sense, and this feature is manifestly more apparent year by year. A few days ago it was mentioned the hon. member for Vancouver that the prosperity of any country was indicated by the business which done as shown by its exports. I propose now to give you more figures to put you in possession of the great advantage which the showing under this head the province of British Columbia, its bearing also upon the Dominion whole; they are:

	Imports.	Exports.
British Columbia.....	\$ 5,593,236.35	\$ 10,400,315.11
Excess of exports.....		\$ 4,807,078.76
Dominion.....	\$118,011,006.00	\$121,011,006.00
Excess of exports.....		\$3,000,000.00
		\$13,807,078.76

So that while the showing for the Dominion was only \$3,000,000 over imports, British Columbia exports \$5,010,315 more than was imported, not that a showing which should induce the Dominion government to be liberal in its expenditure within this province, but to show the importance of the greater with the importance of the Dominion business, not only as a point

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..... \$1,400,931.92
..... 265,294.57
..... 140,125.98
..... \$1,942,351.47

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..... \$1,106,024.45
b other provinces
and the showing
the same sources:

..... \$ 7,800,866.78
..... 3,519,846.92
..... 1,929,150.11
..... \$13,309,863.81

24. 3000.
TURE.
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n is 2.
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..... \$15,857,408.60
..... \$ 2,548,004.19
..... \$ 7,738,547.82
..... 8,072,940.50
..... 800,064.71
..... \$14,611,553.04
\$7.00. 11,104,013.00
..... \$ 447,540.50
rget provinces in
order to make the
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provinces and we

..... \$1,442,927.51
..... 204,200.92
..... 287,424.30
..... \$2,084,888.63
\$7.50. \$3,877,970.00
..... \$1,943,281.87
..... \$1,080,804.45
..... 287,452.38
..... 100,408.70
..... \$1,504,026.63
7.50. 2,400,473.00
..... \$ 844,846.28
..... \$ 137,000.10
..... 40,803.24
..... 44,663.73
..... \$ 212,476.01
7.50. 815,065.00
..... \$ 807,604.16

REVENUE.	
Manitoba—	
Customs.....	\$ 615,218 00
Inland revenue.....	424,690 00
Postal revenue.....	196,623 00
.....	1,236,510 00
Population—152,006, at \$7.00.	1,143,795 00
Excess of revenue.....	\$ 92,715 00
The Territories—	
Customs.....	40,824 00
Postal revenue.....	71,880 00
Inland revenue.....	15,554 00
.....	124,258 00
Population—98,967, at \$7.50.	742,262 00
Excess of expenditure.....	\$ 607,994 00
Recapitulated the showing is as follows:	
Excess of expenditure over revenue—	
Ontario.....	\$2,548,004 00
Prince Edward's Island.....	605,608 00
The Territories.....	607,994 00
New Brunswick.....	544,846 00
Nova Scotia.....	1,343,281 00
.....	\$5,949,793 00
Excess of revenue over expenditure—	
Quebec.....	\$ 447,540 00
Manitoba.....	92,715 00
British Columbia.....	1,106,024 00
.....	\$1,646,279 00
Total excess of expenditure over revenue for the whole of the provinces.....	4,303,514 00
.....	\$5,949,793 00
The total expenditure by the Dominion in 1895 was.....	\$ 38,132,006
And the total revenue in 1895 was.....	33,978,129
.....	\$4,153,876 00

It is frequently remarked by the press of the other provinces that this province is a burden upon them, and Ontario has always tried to make it appear that it was the milch cow for the whole Dominion. With such a showing as that which I have given it must be apparent to anyone who will go into the matter that exactly the opposite is the fact, and especially is this fact apparent in the case of this province, which has contributed an excess of revenue into the Dominion treasury of \$1,106,024, against an excess of expenditure upon the same basis in Ontario of \$2,548,004. What better proof can be produced? I hope our patriotic fellow citizens in the province of Ontario will carefully study the figures given and be prepared to accord to British Columbia a little more consideration than has been heretofore shown. As older provinces it was naturally to be expected that they would be regarded more in the light of the parent who would contribute liberally to the support of the child, but the very opposite appears to have been the case, and the support has been from the child to a very large degree to the parent, both in a direct way to a large extent, and indirectly as well. The contention that the building of the Canadian Pacific Railway (so frequently made) was for the sole benefit of British Columbia is neither reasonable nor correct. It was a national undertaking, and the people of this province should not be expected to contribute more than they have in land as its special contribution, and its fair per capita average share of the expenditure in money by the rest of the Dominion to meet the liabilities and charges which have been incurred through the undertaking. Had it not been for this railway the Dominion would not have the promising future or command the attention which it does to-day; either in a national or commercial sense, and this feature is making itself more apparent year by year.

A few days ago it was mentioned by the hon. senior member for Vancouver city that the prosperity of said country was indicated by the business which was done as shown by its exports. I propose now to give you more figures to place you in possession of the great advantage which the showing under this head gives the province of British Columbia, and its bearing also upon the Dominion as a whole; they are:

	Imports.	Exports.
British Columbia.....	\$ 5,200,236	\$ 10,228,551
Excess of exports.....	5,028,315	
.....	\$ 10,590,511	
Dominion.....	\$18,011,506	\$121,013,892
Excess of exports.....	3,002,944	
.....	\$13,588,562	

so that while the showing for the whole Dominion was only \$3,005,344 over imports, British Columbia exported \$5,010,313 more than was imported. Is not that a showing which should induce the Dominion government to be liberal in its expenditures within this province? and I have no hesitation in affirming that the more the province is opened up, the greater will its importance to the Dominion become, not only as a contrib-

utor to the general revenue, but as an outlet for the enterprise of its own people.

To prove the position in which it is claimed this province stands with regard to Dominion revenue and expenditure since confederation, after making full allowances for all expenditures, ordinary as well as on capital account, I have compiled the following figures under the heads of the revenues already taken, they are as follows:

Customs from 1872 to 1896.....	\$20,357,847 55
Inland revenue, 1872 to 1896.....	2,647,814 28
(1872-1873 estimated).....	1,270,914 00
Postal revenue, 1872 to 1896.....	1,270,914 00
Total.....	\$24,276,602 83
Against this the expenditure has been:	
1872 on 60,000 at \$4.87.....	\$ 292,300
1873 on 60,000 at 5.23.....	313,800
1874 on 60,000 at 6.10.....	366,000
1875 on 60,000 at 6.10.....	366,000
1876 on 60,000 at 5.20.....	312,000
1877 on 60,000 at 5.83.....	351,600
1878 on 60,000 at 5.75.....	345,000
1879 on 60,000 at 5.90.....	354,000
1880 on 60,000 at 5.90.....	354,000
1881 on 60,000 at 5.88.....	352,800
1882 on 60,000 at 6.18.....	369,600
1883 on 80,000 at 6.48.....	518,400
1884 on 80,000 at 6.94.....	555,200
1885 on 80,000 at 7.72.....	617,600
1886 on 80,000 at 8.50.....	680,000
1887 on 80,000 at 7.69.....	615,200
1888 on 80,000 at 7.24.....	579,200
1889 on 80,000 at 7.79.....	623,200
1890 on 80,000 at 7.52.....	601,600
1891 on 80,000 at 7.50.....	600,000
1892 on 100,000 at 7.50.....	750,000
1893 on 100,000 at 7.42.....	742,000
1894 on 100,000 at 7.48.....	748,000
1895 on 100,000 at 7.50.....	750,000
1896 on 100,000 at 7.50.....	750,000
.....	\$13,064,800

To which may be added as a liberal allowance for expenditure on public works in the province, \$200,000 for 24 years..... 4,800,000

Making the total expenditure, \$17,864,800

It will, therefore, be seen that there is a surplus up to 1896 of \$6,411,812.83, a sum, when properly computed, almost sufficient to refund the expenditure for Canadian Pacific railway constructions and all other public works made by the Dominion government in British Columbia. Even should the contentions of some be admitted, that such expenditure was made solely for the benefit of British Columbia (which I contend was not the fact), the showing shows conclusively that the province is now in a position to require from the Dominion a more equitable distribution of the expenditure upon the basis of its revenue, as compared with the other provinces, than has hitherto been accorded to it. In making this statement, I am actuated by no unfriendly spirit, but merely desire to endeavor to show that it is not only the duty, but the interest, both directly and indirectly, of the Dominion generally and the older Eastern provinces particularly, to accord such just, liberal and considerate treatment in the way of expenditures for the purpose of opening up the province with railways, as are absolutely necessary to bring the enormous mineral wealth within the reach of the people of Canada as soon as possible.

The figures already given are intended to convey to the house the exact position of the Province and Dominion, so far as the revenue and expenditure of each are concerned, and although it is shown that this province is now contributing to the Dominion much more than its due proportion, I do not think any member in this house would contend that the whole of the revenue, less the actual expenses of the government, should be expended within the province. As a portion of this Dominion, although its youngest member, I am satisfied that the wish and desire of the people of the province is to contribute their full quota towards the maintenance of the central government and all federal institutions, duties and responsibilities.

Upon what basis can such an obligation be adjusted? I admit it is not very easy to do this, but in order to bring it into tangible shape I make the following suggestion. For convenience I will take the Dominion Revenue and Expenditure for 1894; they are:

Revenue—	
Customs.....	\$1,400,881
Inland Revenue.....	255,242
Postal.....	140,125
.....	\$1,846,210
Expenditure—	
Per capita on 100,000 at \$7.50.....	\$750,000
Estimated on capital account.....	226,000
.....	\$976,000
Surplus of revenue.....	\$ 870,210

Of this surplus let not contentions in the federal government be made, but let it be for provincial development by railways. This would provide interest and sinking fund on \$10,000,000, a sum which would be sufficient for immediate requirements, and from the development and settlement resulting the surplus upon the same basis would in all probability (if the increase in revenue during the past few months is maintained, and I have no doubt it will be) have doubled itself before a further appropriation was required.

I hope the government will be supported in taking the practicable step indicated by the act under discussion, towards the opening up of the province, and feel assured that the result will be such as to justify them and the country in doing so, from whatever point of view it may be regarded, whether as a business proposition or as one they are called upon to discharge in fulfillment of their obligation in the discharge of their duty to this province and to the Dominion.

Mr. Seward was quite willing to agree with Mr. Rithet that so far as the adjustment of accounts was concerned between the Dominion and ourselves, that the Province was not at all in the debt of the Dominion. He believed that the development of this country would redound to the credit of the whole country, and therefore they might look to the Dominion for liberal assistance. The bill as brought down had no friends at all. The government had repudiated it by bringing down the amendment. There was not a word in any part of the course thought in any part of the British Parliament an objection to the bill was made. The objections were made by the people themselves. It was not advisable for the country to take up so vast an undertaking, and that the result would not be sufficient to justify its construction at the present time. Those objections still held. As to the Coast railway, he would say nothing until he had obtained the views of his constituents on the amendment proposed by the Premier. He objected that the promoters of such a railway as the Coast line put nothing into it, but took all the profits. Instead of giving them a bonus and allowing them to get a bonus from the Dominion there was no reason why the province should not build the line. If it was necessary to lease the line to another company afterwards the government might do so on good terms. He declared in dealing with this section from Penticton to Boundary that the land subsidy was given to the Columbia & Western really to get that piece of line built. He did not think the line from Bute Inlet to Quesnelle was one that would be justified in assisting, and he joined with Mr. Semlin in believing that it would be best to connect with the C.P.R. and save building through the Cascade mountains. He agreed with what Mr. Rithet had said that in Cariboo there was a country that would pay with railway communication. It seemed to him, however, that the country could be better opened up by the connection with the C.P.R. He did not look upon this \$2,500,000 as excessive for the purpose of railways, but it must be expended in the best way. He hoped the house would not assent to the passage of the bill in its present shape and the government should withdraw it and frame one, which had the government themselves as the owners.

Mr. Forster was surprised the government did not answer the criticisms of the opposition.

Hon. Mr. Turner—"There is nothing yet to answer."

Mr. Forster continuing criticised the actions of former governments in regard to railways and claimed that the present government, as lineal descendants, were partially responsible. He attacked the government because of the losses of the Shuswap and Okanagan railways. As to the subsidy from Bute Inlet to Quesnelle, he felt that if Mr. Rithet could carry the railway through with the subsidy given he was entitled to a great deal of credit.

Mr. Helmcken—Hear, hear.

Dealing in sections with the coast railway, Mr. Forster said a line up to Chilliwack would, he thought, almost pay for itself at once. But that country did not want more railway communication for itself alone. This section as a start of the line to Kootenay would be very valuable. He had very little doubt that a railway from Hope into the Boundary country would be one of the best paying pieces of railway in the west. He thought also that the line from Penticton to Boundary would be a

...a very good one. What the opposition wanted was the right to own the railway system. The Government had promised the country that it would not do so. All the civilized nations would have to consider the question of state ownership. If railways were left private institutions then they would not be bonded.

Mr. Forster attacked members of the Government for being concerned in railways and was called to order by the speaker. He referred to the supposed connection of Messrs. Eberts & Taylor with the Columbia and Western.

Hon. Mr. Eberts said: I am a lawyer firm are solicitors solely for the Columbia and Western Railway.

Mr. Adams favored the route from Butte Inlet to Quenelle. He did not think that a branch line from the C.P.R. up into Cariboo would be of more service. The C.P.R. had an opportunity of making a line up to Barkerville, but they did not take it although they were offered \$80,000 subsidy by the Dominion government. Once work was started on the British Pacific Cariboo would be connected with the Coast in a very short time. He thought the leader of the opposition might have had some sympathy with the people of Cariboo, in which district he had made so much money. He had been over part of the route of the proposed line, and he had seen splendid tracts of pastoral country. The country this railway would pass through was a much better country than that the C.P.R. passed through in the hundred miles from Yale up. The route was so much less from Butte Inlet to Quenelle than from Vancouver that hon. gentlemen ought to be satisfied with regard to the general tenor of the bill he believed it was well worth supporting. The opposition only spoke against it because they had to oppose. He was disappointed with the arguments and nothing had been said to convince him that the bill was not a good one.

Mr. Kidd spoke at length on government ownership of railways. He believed the time had arrived when the government should build and operate its railways.

Hon. Mr. Martin contradicted Mr. Semlin's statement that he had gone back on his "sacred promise." He had never broken the pledge he gave to his constituents. What he said in Kamloops when elected was that if the British Pacific came down to the house and asked the legislature for \$340,000 per year for twenty-five years he would oppose the application. He would do so now. The accusation made by the leader of the opposition was untrue and unjust. He was prepared to go to his constituents to defend himself and the railway policy of the government. (Cheers.) He had represented that district 16 years and he believed his constituents were still satisfied with his services. The province was not now asked for \$340,000 per year for one railway but for only \$78,000 as interest per year for the three railways. He had always voted in the house for any railway to go to Cariboo. Cariboo was the future of the country. The placer mines there were played out, but they had found there where the gold came from and he believed the district was again going to be as rich as any other district in the province. He believed that there would be as much in Cariboo as there would be in Roseland. He reiterated that he had never broken his word and felt that his constituents would uphold his actions. (Cheers.)

Mr. Williams moved the adjournment of the debate, which was agreed to, and the house adjourned at 11:45 p.m.

...the duty of the Dominion Government to aid in railway construction in the Province. The Dominion was assisting such public works in the East. He did not complain of that but as this Province had into the Dominion treasury so much larger a sum proportionate than did any other Province—the ratio was three to one, and though we were only one-fiftieth of the population, the Dominion we find one-twentieth of the revenue—we could look to the Government at Ottawa to be liberal in the matter of assisting railway enterprises especially when the Provincial Government set so good an example. I noticed that some eastern papers looked upon Ontario and Quebec as the milch cows of the Dominion which were being milked dry for the benefit of British Columbia. That was far from being the case. As a matter of fact the merchants of the east were benefiting to an enormous extent from the immense imports that were being made here from them. With these additional railways there was no doubt that the Dominion would more largely benefit than the Province and they could not reasonably refuse to aid the roads. They would be much more likely to do so if the bill was passed unanimously, and he saw no reason why it should not be. Very great care had been taken with regard to it, especially in the matter of the rates. He did not think the raising of the loan would affect our credit. On the contrary the financiers in the great money markets looked upon public works of this kind as the very best security and this comparatively small sum would probably be raised at the lowest rate of interest and the Province would perhaps obtain the highest price that any Province had yet got. He thought the House would unanimously wish to assist these railway enterprises and he believed the people would condemn anyone who tried to prevent these public works for the benefit of the Province. He was sure that any man who did that would be condemned. (Cheers.)

Mr. SEMLIN on a point of order claimed that the amendment was more important than the bill and ought to have been brought down by a message from the Lieut.-Governor.

Mr. SWORD claimed that they ought to have another message considering the alterations.

Hon. Col. BAKER said the bill authorized the borrowing of a certain sum of money and they could say how the money was to be expended.

Mr. FORSTER said a new message should come down.

Hon. Mr. POOLEY could not see that the point of order was well taken. The bill gave power to expend money on public works as they saw fit beyond the railways specified, and they wanted to add mileage to one of the lines they could do so without any message.

Mr. WILLIAMS claimed that the Legislature would be placed in a false position if this change was made without another message as the scope of the bill was entirely changed.

Hon. Premier TURNER pointed out that the loan still remained at \$2,500,000—the amount provided by the bill, that there was no necessity for another message.

Mr. SPEAKER ruled the bill to be properly in order so long as they did not exceed \$2,500,000.

Mr. SEMLIN did not think that the Government had adopted the best method of carrying out railway construction which was undoubtedly necessary. He claimed that Cariboo should be opened up by a line from a point on the C. P. R. and not by a line from Butte Inlet. He could not but think that the subsidies proposed in the original bill were not in the interest of the country and he moved an amendment that "the motion for the second reading be discharged and the bill withdrawn to enable the Government to submit to the Legislature instead of the present bill a measure for procuring at once a survey of the country between Hope and Penticton preparatory to the building as a public work of a road from the coast to Penticton and the immediate construction as a public work of a railway from Penticton to Boundary."

Mr. SPEAKER said he thought the amendment was not in order. The debate was adjourned to give him an opportunity of considering the subject before making a ruling in the matter and 9 o'clock was called.

World Apr 15 94

Forty-fifth Day.
From Our Own Correspondent.
VICTORIA, April 14.—The Opposition to-day showed themselves to be adepts in the gentle art of splitting hairs. They did their best this afternoon to put back the Vancouver, Victoria & Eastern Railway matter by raising small and quite unnecessary points of order which were rather points of disorder for themselves. The Speaker upheld the Government each time. Considering how much the Op-

position claim to have the country's interests at heart it is amusing to see the way they show it. It is amusing because they are so weak and their efforts against the Government so feeble. How weak and how feeble it is to object to a loan bill because in a certain clause it only refers to 60 miles of a certain railway and then when that 60 miles is extended to 250—all those interested asked—still object. And why was the objection continued. Because the Government did not add to its responsibilities by becoming owner of the railways. Next please! Why not bring in a bill for the Government to run express wagons or motor cars, or a big cycle establishment. There is profit in them all no doubt.

The Speaker took the chair at 2 o'clock and Rev. J. F. Betts read prayers.

Mr. Booth as chairman of the Private Bills committee presented two reports. The first finding the preamble proved of the Okanagan Water Power bill and submitting the same with amendments and the second recommending that the standing orders should be suspended to allow of the time for reports to be received being extended to Monday, April 23rd, as the Water bill had not passed through the House. Both reports were received and the standing orders were suspended.

Mr. Booth's B. C. Yukon Railway bill was again considered in committee. As the head of navigation on Lynn canal, from which this proposed railway will start is in United States territory an amendment had to be inserted in the bill showing that it would begin in British Columbia. The committee rose and reported progress and asked leave to sit again.

The Barkerville, Ashcroft and Cariboo Railway Company's bill was next considered in committee under Major Mutter's chairmanship. After passing it clauses progress was reported.

THE PREMIER'S SPEECH.

Hon. Mr. TURNER, in moving the second reading of the Loan Bill, said: Mr. Speaker, I need hardly say that this is possibly the most important bill that has been introduced this session—a session in which we have had already some very important measures for the Province. You know, sir, that for many years it has been recognized that the Province requires to be developed by the aid of railways. The vast extent of the Province and the difficulty and expense of getting about renders it absolutely necessary that its arteries should be of the nature of railways. An attempt was made some few years ago in this direction. Aid to a certain extent was given in the building of railways. We have only to refer to the Kootenay country where aid was granted to such lines as the Nakusp & Shuswap, the Shuswap & Okanagan, the Columbia & Western, the Nelson & Fort Sheppard and the line from Trail to Roseland—all these have been aided in some manner by the Government. In two cases it has been by the guarantee of bonds and in other cases by land grants. The Premier went on to refer to objections that had been made to both these forms of aid and incidentally remarked that the Nakusp & Shuswap, one of the lines whose bonds we were guaranteed, promised in the near future to pay its way and said that the line had advanced the district through which it ran 20 years. He added: Objections to this kind of Government assistance have had their effect on the Government, but at the same time evidence from all parts of the country rendered it necessary that some amount of aid should be given to railways to enable us to open up this great Province. It was felt that some definite and general railway policy would be in the interests of the country and it was the general opinion that some very great and important sections of the country required very early attention. It was recognized that there was little likelihood of these lines being constructed for many years to come unless aid was given. The people all over the Province have recognized that such railways would be of benefit to the country at large. On very carefully going through the best methods in connection with the advancement of railways the Government decided to adopt the policy contained in the bill, namely, a definite bonus per mile. We are following the example of the other Provinces and of the Dominion in this and undoubtedly this form of assistance has this advantage that it definitely fixes at once the responsibility on the Province. Last year there were very strong feelings shown in favor of the Government taking up the matter of railways in a systematic form but last year was not an opportune time for such a vast undertaking. I do not

think, sir, that any other Province has commenced aiding railways so early in its existence. Since last year matters had very considerably altered. Last year, as you know, the revenue was not in a big way condition. We on this side of the House felt confident of the future but still the revenue was not in such a condition as would give confidence to outsiders, especially consider-

ing the depression on the coast and indeed throughout the world. The Province has steadily and rapidly increased since then and it is still increasing. It was felt by the Government that this was the time to form a policy in the direction of assisting important railways. I may say that we have commenced boldly. On looking over the country it was evident that there were two sections that required lines. One was in that part of the country lying north of the C. P. R. That was known to be a rich mineral country. All the region from the coast to Cariboo is a rich mineral country. This has been proved beyond doubt, so that the country that is opened would produce a large amount of the precious metal and the railway would also open up a country that is fitted for many industries. Between the ocean and the coast range there is an important mineral country. Beyond there is a magnificent stock-raising and farming country, then we have a considerable timber district and lastly we reach the rich placer and quartz mines. Then again, sir, this line is undoubtedly but the commencement of another trans-continental line which will bring into use a country that is known to be one of the finest parts of the Dominion. After pointing out the fact that this line would be partially instrumental in opening up approximately 400 miles of the Fraser, which was an important factor to be considered, he added: I may call this line the great central line of British Columbia, because it is evident that after this line is built other lines will be built north and south to tap the country. Eventually a line will be continued up to the Skeena river at least. As to the advantage to the coast cities of such a line as this I need hardly enlarge on the position. The western end is accessible to Victoria, Vancouver and Nanaimo. It is virtually a central point. The great value of this line will not, however, be confined to the three cities named; it will be valuable to the whole Province. I think that is sufficient for me to say about this great northern line. Now, sir, we will turn to the proposed coast line to Penticton. The Government seeing the importance of taking up this matter and at the earnest solicitation of an enormous number of people have decided to introduce an amendment to the section limiting the bonus at present to the first portion of the line to Chilliwack and the amendment will read in this way: "Section 8. In lieu of sub-section (c) insert the following: (c) For a railway from the coast, in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately 230 miles." I think it is almost unnecessary to speak of the great advantage to the Province of this road to the Kootenay country. It has been so prominently brought before the whole Province and the newspapers have all been pointing out the great importance of this line that it is almost superfluous for me to say much about it. This line would run through a populous country for a considerable portion of the route and it would terminate in a district that is already settled, besides beginning in a populous district. Many of our railways in Canada have been built where there was a very small population. With the mining population at the other end the line should at once commence to pay. Where mines are railways always pay better than in other places. Now we have to take into consideration the next section—the line from Penticton to Boundary. That of course is a most important portion of the same line. It continues from Penticton district down to a rich mining region and brings us within easy access of that portion of the Province. It is a line that ought to be started at once. The quicker we get it the better for this Province. By the building of this section of the line we can at once be placed within 30 hours of the coast. An important fact that we must not lose sight of is that it would bring traffic to the Shuswap & Okanagan, a line which was now costing the Province \$30,000. This line if built right at once would make a costly concern a paying one. With regard to the coast line they would no doubt notice that there would be another amendment as follows: "No person, firm or company shall be entitled to a subsidy for the construction of a line between English Bluff aforesaid and Penticton, except on condition that the company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor-in-Council, to construct and operate daily between said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers." He thought the House would see that that was a wise section. He might mention that in several places it would be necessary to amend the bill so as to enable the Government to engage with any person, firm, or company to carry out the works at an early day. The Government hoped to get one of the lines constructed before the 30th of June, 1899, and possibly sooner. This loan could not be raised until the 30th June, 1898, and a provision to that effect would appear in the bill.

...the duty of the Dominion Government to aid in railway construction in the Province. The Dominion was assisting such public works in the East. He did not complain of that but as this Province had into the Dominion treasury so much larger a sum proportionate than did any other Province—the ratio was three to one, and though we were only one-fiftieth of the population, the Dominion we find one-twentieth of the revenue—we could look to the Government at Ottawa to be liberal in the matter of assisting railway enterprises especially when the Provincial Government set so good an example. I noticed that some eastern papers looked upon Ontario and Quebec as the milch cows of the Dominion which were being milked dry for the benefit of British Columbia. That was far from being the case. As a matter of fact the merchants of the east were benefiting to an enormous extent from the immense imports that were being made here from them. With these additional railways there was no doubt that the Dominion would more largely benefit than the Province and they could not reasonably refuse to aid the roads. They would be much more likely to do so if the bill was passed unanimously, and he saw no reason why it should not be. Very great care had been taken with regard to it, especially in the matter of the rates. He did not think the raising of the loan would affect our credit. On the contrary the financiers in the great money markets looked upon public works of this kind as the very best security and this comparatively small sum would probably be raised at the lowest rate of interest and the Province would perhaps obtain the highest price that any Province had yet got. He thought the House would unanimously wish to assist these railway enterprises and he believed the people would condemn anyone who tried to prevent these public works for the benefit of the Province. He was sure that any man who did that would be condemned. (Cheers.)

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pression on the coast has increased throughout the world. The Province is rapidly and rapidly increasing and it is still increasing. It is the Government that this is to form a policy in the of assisting important railway say that we have come. On looking over the was evident that there were that required lines. One at part of the country is the C. P. R. That was known as mineral country. All the in the coast to Cariboo is a country. This has been and doubt, so that the count opened would produce a of the precious metal and would also open up a count for many industries. The ocean and the coast range important mineral country. is a magnificent stock- farming country, then we desirable timber district and reach the rich placer and. Then again, sir, this line the commencement of the trans-continental line which into use a country that is one of the finest parts of on. After pointing out the is line would be partially in opening up approximately of the Fraser, which was not factor to be considered. I may call this line the al line of British Columbia, is evident that after this line er lines will be built north to tap the country. Eventually will be continuing up to the r at least. As to the advance coast cities of such a line need hardly enlarge on the the western end is accessible. Vancouver and Nanaimo are virtually a central point. The of this line will not, however, be confined to the three cities will be valuable to the whole I think that is sufficient for about this great northern air, we will turn to the project line to Penticton. The seeing the importance of this matter and at the ear- of an enormous number have decided to introduce an to the section limiting the cent to the first portion of Chilliwack and the amend- read in this way: "Section of sub-section (c) insert the (c) For a railway from the neighborhood of English Point Roberts, via Chilliwack, approximately 220 think it is almost unnecessary of the great advantage of this road to the Kootenay. It has been so prom- before the whole Province. Newspapers have all been it the great importance of at it is almost superfluous y much about it. This line through a populous cou- of a considerable portion of the route id terminate in a district ady settled, besides begin- mining district. Many of our Canada have been built was a very small popula- the mining population at of the line should at once to pay. Where mines are ways pay better than in. Now we have to take into the next section—the line to Boundary. That of most important portion of it continues from Penticton down to a rich mining brings us within easy ac- portion of the Province. It at ought to be started at quicker we get it the better vince. By the building of of the line we can at once within 30 hours of the coast. nt fact that we must not is that it would bring traf- uap & Okanagan, a line the bill would cost the Province line if built right at once a costly concern, a paying regard to the coast line no doubt notice that there other amendment as fol- work of a road from the coast to Penticton and the immediate construction as a public work of a railway from Penticton to Boundary.

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the duty of the Dominion Government to aid in railway construction in this Province. The Dominion was assisting such public works in the East. He did not complain of that but as this Province paid into the Dominion treasury so much larger a sum proportionately than did any other Province—the ratio was three to one, and though we were only one-fifth of the population of the Dominion we find one-twentieth of the revenue—we could look to the Government at Ottawa to be liberal in this matter of assisting railway enterprise, especially when the Provincial Government set so good an example. He noticed that some eastern papers looked upon Ontario and Quebec as the milch cows of the Dominion which were being milked dry for the benefit of British Columbia. That was far from being the case. As a matter of fact the merchants of the east were benefitting to an enormous extent from the immense imports that were being made here from them. With these additional railways there was no doubt that the Dominion would more largely benefit than the Province and they could not reasonably refuse to aid the roads. They would be much more likely to do so if the bill was passed unanimously, and he saw no reason why it should not be. Very great care had been taken with regard to it, especially in the matter of the rates. He did not think the raising of the loan would affect our credit. On the contrary the financiers in the great money markets looked upon public works of this kind as the very best security and this comparatively small sum would probably be raised at the lowest rate of interest and the Province would perhaps obtain the highest price that any Province had yet got. He thought the House would unanimously wish to assist these railway enterprises and he believed the people would condemn anyone who tried to prevent these public works for the benefit of the Province. He was sure that any man who did that would be condemned. (Cheers.)

Mr. SEMLIN on a point of order claimed that the amendment was more important than the bill and ought to have been brought down by a message from the Lieut.-Governor.

Mr. SWORD claimed that they ought to have another message considering the alterations.

Hon. Col. BAKER said the bill authorized the borrowing of a certain sum of money and they could say how the money was to be expended.

Mr. FORSTER said a new message should come down.

Hon. Mr. POOLEY could not see that the point of order was well taken. The bill gave power to expend the money on public works as they saw fit beyond the railways specified, and if they wanted to add mileage to one of the lines they could do so without any message.

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bill now before the House will commend itself not only to the members of the House, but to the whole country. The aid proposed by the bill may not in itself be sufficient to secure the building of the railways mentioned, but the fact that such a bill has been introduced is evidence of the advisability, if not the absolute necessity, for doing something to meet the demand for railway communication between the coast and interior of the Province in order that the benefits arising from the operation of the mines may be retained as much as possible within the Province, and the development of our mineral wealth and other resources encouraged and assisted by means of railway communication, and other cheap means of transportation. The subsidy proposed in the bill can scarcely be regarded as being more than the Province can with safety undertake, but it seems to be a fair and just claim upon the revenue to be derived by the Province, as compared with the Dominion, from the successful operation of such a policy, and in support of this I submit further on some figures, which show very clearly that the time has now been reached when this Province can put forward a fair and just claim upon the Dominion Government in this connection. The railways mentioned in the bill which it is proposed to aid, appear to be those urgently called for, and would, while forming portions of the trunk roads between the coast and the interior in their respective directions, be the means, in conjunction with existing roads and other means of communication, of providing at the earliest time possible the necessary facilities for transporting modern appliances for operating mines and other industries upon as large a scale and extent as possible, the business arising from such development. Taking up the railways which it is proposed to aid in the bill in the order given. The coast to Kootenay road runs to a new and most promising mineral country, being in the southern portion of the Province and near the boundary line of the United States and its railway system. It seems most desirable, therefore, that in order to secure the benefits for this Province of the opening up of the many promising mines in the locality through which the railway would pass, that every effort should be made to secure the construction of this road between the points named at the earliest possible date. The commencement of construction simultaneously from Penticton will secure the benefits arising therefrom to the Shuswap & Okanagan railway, now owned by the Province, and by using the Okanagan Lake to Penticton a through road from the coast via Vancouver over the C. P. R., can be established within a comparatively short time, thus securing the communication between Boundary Creek district and the coast by an all Provincial route. The section from the coast to Penticton will require further examination as to practicability, but with the application of modern railroad principles it may be found possible, although I think under the most favorable circumstances it will require some years to construct and complete. If the subsidy proposed is found sufficient when supplemented by Dominion aid, it would give the most direct communication with the coast, hence I think the Government are fully warranted and justified in proposing to do what it can to secure it. The next railway proposed in the bill is that from Bute Inlet to Quenelle, one which I am sure will meet with the endorsement of the House. It is not perhaps on the comprehensive line, which some parts of the Province would have wished to have seen it, but as in the other case, it has been made to conform to the general conditions necessary to bring it within the means of the Province, and with the view of placing the important district of Cariboo in communication with the coast by the shortest route and in the shortest time possible, provided the subsidy is found to be sufficient with what further aid may be obtained from the Dominion Government. As the House is already aware the land grant alone has not been sufficient to induce the necessary capital but there is a strong probability that with the aid proposed in the bill, and additional aid from the Dominion, the money may be obtained. Should the construction of this railroad be secured on such terms I think it can be justly claimed that they would be more favorable than have been heretofore obtained for similar roads, under similar conditions. Until such facilities for transportation are provided as this railway would furnish, the settlement and development of the northern portion of the Province must continue to be slow. I take it that it is generally admitted that the country through which this line is to pass is one of the best in the world for settlement. All reports of those who have examined the country are favorable to this view, and the quantity of land suitable for agricultural and

pastoral purposes, along the line of this railway and immediately tributary thereto, is estimated by Mr. Marcus Smith to be 12,000,000 acres, and this is confirmed by Mr. H. P. Bell, who examined the country in 1895. I am convinced that when the country is opened up for settlers many places not yet discovered, large in area, will be found which are not included in these estimates. Stimulated as the settlement of these lands would be by the advantages afforded by the market for the produce of the settlers at the mines, I am convinced that the construction would be followed by the speedy settlement of the adjacent agricultural and pastoral lands. The mineral wealth of Cariboo has already been proved, and in spite of the difficulties now surrounding its development and economical operation with modern appliances, upon a large scale, many large enterprises have been undertaken, and are now in operation or about ready to commence operations. These enterprises have been undertaken in spite of the enormous expense which had to be incurred in providing the necessary equipment, and afford striking evidence of the confidence which these enterprising men (who have furnished the large amount of capital necessary) have in the properties—both hydraulic and quartz—which they have undertaken to develop in order to recoup themselves. The output of gold from the placer mines of Cariboo has already been over \$50,000,000 in gold. With railway facilities not only will the placer mine workings be extended and encouraged but the extensive quartz and hydraulic mines, known to exist throughout the district, will be brought within reach of practical working with modern appliances, and on economical lines. Not only would this railway open up Cariboo and the country through which it passes, but it would place within easy access of the coast the whole of the large plateau lying to the north of it, which is already attracting the attention of capitalists and others, as a field for mining operations. It would also furnish a market tributary to the coast cities, and coast settlements for their manufactures and products, and be the means of retaining in our own Province all the benefits arising from the settlement and development which must follow the successful accomplishment of this most worthy enterprise. Some criticism has been made upon the building of this portion of the road first, and in explanation I think it can easily be made clear to anyone who will take the trouble to study the situation, that the Government in doing so are showing a disposition to meet the real and immediate requirements of the country. The financial obligation has been brought more nearly within the means of the Province, and the main features of the original proposition are to be accomplished, namely, to connect the coast with Cariboo. The distance from Bute Inlet to Quenelle is 211 miles. Were the railway carried by way of the C. P. R. to Ashcroft, and thence to Cariboo the distance would be about 481 miles, so that the distance of railway carriage saved is about 270 miles. Another important point attained in the estimation of many is that it will be independent of the C. P. R. and is so far removed from the boundary line as to make it purely provincial in character so far but with so many advantages as to route, gradients, climatic conditions and economical features as must when the proper time comes establish its claim as a through inter-Provincial and transcontinental line. Once the coast at Bute Inlet is reached all Provincial coast points are readily accessible by water communication, a means of conveyance which the eastern Provinces and the Eastern States have expended large sums of money in providing by artificial means, and large extensions of the system are now under discussion and consideration. With such experience before us it seems to be in accordance with economic principles, and the special necessities of the case from a Provincial financial standpoint, that in the meantime this should be availed of, in order that the object of connecting Cariboo with the coast may be accomplished the sooner, and at the least expense. While I think it is generally admitted that railways are necessary to the development of British Columbia, the important question of how to arrange the financial conditions in order to secure them is frequently lost sight of by the public. These are not only serious but are surrounded with some difficulties, and it seems to be impossible to regard this part of the question except from a combined Dominion and Provincial obligation and duty. To show this it is necessary to refer to the working out of the constitutional arrangements for the fiscal Government of each, and the circumstances of each at and since Confederation. The Eastern Provinces at Confederation were farther advanced

18 in development and settlement than this Province was, and they had therefore the advantage of their customs and other Federal sources of revenue for railway construction and other public works of that nature, and although an equitable financial basis of adjustment, as far as could be seen at the time, was doubtless arrived at by an allowance pro or con—for debt and per capita—such basis does not appear to have fulfilled the anticipations of those who had the settlement of it, the great point of difference between the comparatively undeveloped condition of this Province and the insignificance of the allowances made as compensation, when compared with the advantages which would have accrued to the Province from the expenditure of a proportionate amount of money for railways and other public works, according to its area, to the debts of the other Provinces, which were assumed by the Dominion Government. These debts amounted to \$109,436,480, of which the old Province of Canada (now Ontario and Quebec) had \$62,500,000 at the original settlement, and to this was added in the adjustment of 1873, \$10,500,000, and also an addition to Ontario of \$3,848,229 and to Quebec, \$3,549,314 as Provinces, so that for these two Provinces the Dominion has already assumed \$78,404,532. Since Confederation the Dominion has expended on railways \$108,582,605, on canals, \$44,161,312, and on public works \$41,535,913. In 1887 Canada had 2,278 miles of railways while in 1896 there were 16,653 miles. In 1868 the capital of the railways in Canada was \$150,471,190, while in 1896 it was \$394,640,599. The total area of Ontario and Quebec is 447,150 square miles, that of British Columbia is 382,300 square miles, British Columbia with 85 per cent. of the area of both Ontario and Quebec combined has only 800 miles of railway as compared with 9,543 miles in the other two Provinces. According to area British Columbia should have 8,110 miles. While specially referring to the construction of railways it may be well to point out that the average cost per mile of the Grand Trunk is \$104,150, while the Canadian Pacific cost \$55,605. These facts are mentioned in order that the House may appreciate the necessity for a cash subsidy in addition to the land grant, and the necessity for railways in order that the country may be settled up. It has frequently been mentioned in this House that the indebtedness of the Province was already too large, but by comparison of this position (not only with the other Provinces, but with other countries) such does not appear to be the case. Taking the leading English speaking countries the comparison is very favorable, the per capita debt of this Province being \$34.66, while that of the following countries is:

Per Capita.	
United Kingdom.....	\$ 81.70
Australian colonies.....	246.50
Tasmania.....	196.03
New Zealand.....	286.66
United States.....	24.03
Canada.....	49.78

The Australian colonies and New Zealand own their railways, which to a material extent accounts for their large per capita indebtedness. Coming now to the question of Dominion revenue and expenditure, the showing is still more favorable to the Province. For 1896, the showing from the principal sources is as follows:

REVENUE.	
British Columbia—	
Customs.....	\$1,406,581.92
Inland revenue.....	296,283.57
Postal.....	140,135.36
	\$1,842,991.45

Or \$18.50 per capita.	
Population—68,173, at \$7.50.....	\$ 511,633.50
Excess of revenue.....	1,331,357.95

REVENUE.	
Ontario—	
Customs.....	\$ 7,800,564.73
Inland revenue.....	3,819,546.32
Postal revenue.....	1,520,140.11
	\$12,140,251.16

Or \$4.28 per capita.	
Population—2,740,000, at \$7.50.....	\$ 20,550,000.00
Excess of revenue.....	\$ 7,590,251.16

EXPENDITURE.	
Write upon the same basis of the average per head of expenditure on the population of that province, which is \$114.221 at \$7.50 each, the expenditure would be.....	\$ 3,114,221.00
Excess of expenditure.....	\$ 1,331,357.95

REVENUE.	
Quebec—	
Customs.....	\$ 7,729,547.82
Inland revenue.....	2,972,900.50
Postal revenue.....	500,064.75
	\$11,202,513.07

Population—1,468,536 at \$7.50.....	\$ 11,014,017.00
Excess of revenue.....	\$ 2,188,496.07

EXPENDITURE.	
These are the two largest Provinces in the Dominion, and in order to make the comparison as full as possible we will now take the smaller Provinces, and see what the showing is:	

REVENUE.	
Nova Scotia—	
Customs.....	\$1,442,827.57
Inland revenue.....	261,286.92
Postal.....	227,464.50
	\$1,931,579.00

Population—40,000 at \$7.50.....	\$ 3,000,000.00
Excess of revenue.....	\$ 1,631,579.00

EXPENDITURE.	
Write upon the same basis of the average per head of expenditure on the population of that province, which is \$114.221 at \$7.50 each, the expenditure would be.....	\$ 4,614,579.00
Excess of expenditure.....	\$ 3,000,000.00

REVENUE.	
Prince Edward Island—	
Customs.....	\$ 127,660.15
Inland revenue.....	40,263.24
Postal revenue.....	44,548.52
	\$ 212,471.91

Population—10,073 at \$7.50.....	\$ 75,547.50
Excess of revenue.....	\$ 136,924.41

EXPENDITURE.	
Write upon the same basis of the average per head of expenditure on the population of that province, which is \$114.221 at \$7.50 each, the expenditure would be.....	\$ 1,142,765.00
Excess of expenditure.....	\$ 1,067,217.50

REVENUE.	
Manitoba—	
Customs.....	\$ 615,218.00
Inland revenue.....	434,600.00
Postal revenue.....	106,622.00
	\$1,156,440.00

Population—152,206 at \$7.50.....	\$ 1,141,545.00
Excess of revenue.....	\$ 12,895.00

EXPENDITURE.	
Write upon the same basis of the average per head of expenditure on the population of that province, which is \$114.221 at \$7.50 each, the expenditure would be.....	\$ 1,741,545.00
Excess of expenditure.....	\$ 1,629,000.00

REVENUE.	
The Territories—	
Customs.....	40,534.00
Postal revenue.....	11,554.00
Inland revenue.....	134,258.00
	\$166,346.00

Population—68,967 at \$7.50.....	\$ 517,252.50
Excess of expenditure.....	\$ 350,906.50

EXPENDITURE.	
Recapitulated the showing is as follows:	
Excess of expenditure over revenue—	
Ontario.....	\$2,548,064.00
Prince Edward Island.....	605,608.00
The Territories.....	605,294.00
New Brunswick.....	544,548.00
Nova Scotia.....	1,343,281.00
	\$5,646,795.00

Excess of revenue over expenditure—	
Quebec.....	\$ 2,188,496.07
Manitoba.....	12,895.00
British Columbia.....	1,331,357.95
	\$3,632,749.02

Total excess of expenditure over revenue for the whole of the Provinces.....	\$1,913,945.98
The total expenditure by the Dominion in 1896 was.....	\$38,152,000.00
And the total revenue in 1896 was.....	\$36,238,054.02
	\$1,913,945.98

Population 40,000 at \$7.50.....	\$ 3,000,000.00
Excess of expenditure.....	\$1,913,945.98
New Brunswick—	
Customs.....	\$1,000,204.43
Inland revenue.....	257,532.52
Postal revenue.....	190,468.79
	\$1,448,205.74
Population 221,353 at \$7.50.....	\$ 1,660,147.50
Excess of expenditure.....	\$ 814,941.76
Prince Edward Island—	
Customs.....	\$ 127,660.15
Postal revenue.....	40,263.24
Inland revenue.....	44,548.52
	\$212,471.91
Population 10,073 at \$7.50.....	\$ 75,547.50
Excess of expenditure.....	\$ 605,608.00
Manitoba—	
Customs.....	\$ 615,218.00
Inland revenue.....	434,600.00
Postal revenue.....	106,622.00
	\$1,156,440.00
Population 152,206 at \$7.50.....	\$ 1,141,545.00
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It is frequently remarked by the press of the other Provinces that this Province is a burden upon them, and Ontario has always tried to make it	
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appear that it was the milch cow for the whole Dominion. With such a showing as that which I have given it must be apparent to anyone who will go into the matter that exactly the opposite is the fact, and especially is this fact apparent in the case of this Province, which has contributed an excess of revenue into the Dominion treasury of \$1,108,024, against an excess of expenditure upon the same basis in Ontario of \$2,548,064. What better proof can be produced? I hope our patriotic fellow citizens in the Province of Ontario will carefully study the figures given and be prepared to accord to British Columbia a little more consideration than has been heretofore shown. As older Provinces it was naturally to be expected that they would be regarded more in the light of the parent who would contribute liberally to the support of the child, but the very opposite appears to have been the case, and the support has been from the child to a very large degree to the parent, both in a direct way to a large extent, and indirectly as well. The contention that the building of the Canadian Pacific Railway (so frequently made) was for the sole benefit of British Columbia is neither reasonable nor correct. It was a national undertaking, and the people of this Province should not be expected to contribute more than their share in land as its special contribution, and its fair per capita average share of the expenditure in money by the rest of the Dominion to meet the liabilities and charges which have been incurred through the undertaking. Had it not been for this railway the Dominion would not have the promising future or command the attention which it does to-day, either in a national or a commercial sense, and this feature is making itself more apparent year by year. A few days ago it was mentioned by the Hon. senior member for Vancouver city that the prosperity of any country was indicated by the business which was done as shown by its exports. I propose now to give you more figures to place you in possession of the great advantage which the showing under this head gives the Province of British Columbia, and its bearing also upon the Dominion as a whole. They are:

Imports, Exports	
British Columbia.....	\$ 5,564,226 \$ 14,676,561
Excess of exports.....	\$ 9,112,335
Dominion.....	\$138,611,200 \$121,616,823
Excess of exports.....	\$ 16,994,377
	\$16,994,377

so that while the showing for the whole Dominion was only \$16,994,377 over	
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Imports, British Columbia exported	
\$5,564,226 more than was imported. Is not that a showing which should induce the Dominion Government to be liberal in its expenditure within this Province? and I have no hesitation in affirming that the more the Province is opened up the greater will its importance to the Dominion become, not only as a contributor to the general revenue but as an outlet for the enterprise of its own people. The province in which it is claimed this Province stands with regard to Dominion revenue and expenditure since Confederation, after making full allowances for all expenditure, ordinary as well as on capital account, I have compiled the following figures under the heads of the revenues already taken. They are as follows:	
Customs from 1873 to 1896.....	\$20,257,547.53
Inland revenue, 1873 to 1896 (1873-1875 estimated).....	2,641,814.25
Postal revenue, 1873 to 1896.....	1,570,914.60
Total.....	\$24,470,276.38

Against this the expenditure has been:	
1873 on 60,000 at \$4.75.....	\$ 282,500.00
1874 on 60,000 at 5.12.....	307,200.00
1875 on 60,000 at 5.19.....	311,400.00
1876 on 60,000 at 5.30.....	318,000.00
1877 on 60,000 at 5.50.....	330,000.00
1878 on 60,000 at 5.70.....	342,000.00
1879 on 60,000 at 5.90.....	354,000.00
1880 on 60,000 at 5.90.....	354,000.00
1881 on 60,000 at 5.90.....	354,000.00
1882 on 60,000 at 5.90.....	354,000.00
1883 on 60,000 at 5.90.....	354,000.00
1884 on 60,000 at 5.90.....	354,000.00
1885 on 60,000 at 5.90.....	354,000.00
1886 on 60,000 at 5.90.....	354,000.00
1887 on 60,000 at 5.90.....	354,000.00
1888 on 60,000 at 5.90.....	354,000.00
1889 on 60,000 at 5.90.....	354,000.00
1890 on 60,000 at 5.90.....	354,000.00
1891 on 60,000 at 5.90.....	354,000.00
1892 on 60,000 at 5.90.....	354,000.00
1893 on 60,000 at 5.90.....	354,000.00
1894 on 60,000 at 5.90.....	354,000.00
1895 on 60,000 at 5.90.....	354,000.00
1896 on 60,000 at 5.90.....	354,000.00
	\$13,644,000.00

To which may be added as a liberal allowance for expenditure on public works in the Province, \$200,000 for 24 years.....	\$ 4,800,000.00
Making the total expenditure.....	\$18,444,000.00

It will therefore be seen that there is a surplus up to 1896 of \$6,411,812.83, a sum when properly computed ample sufficient to refund the expenditure for Canadian Pacific Railway construction and all other public works made by the Dominion Government in British Columbia. Even should the contentions of some be admitted, that such expenditure was made solely for the benefit of British Columbia (which I contend was not the fact) the showing proves conclusively that the Province is now in a position to require from the Dominion a more equitable distribution of the cost of the expenditure upon the basis of its revenue, as compared with the other Provinces, than has hitherto been accorded to it. If making this statement I am actuated by no unfriendly spirit, but merely desire to endeavor to show that it is not only the duty but the interest, both directly and indirectly, of the Dominion generally and the older Eastern provinces, particularly, to accord such just, liberal and considerate treatment in the way of expenditures for the purpose of opening up the Province with railways, as are absolutely necessary to bring the enormous mineral wealth within the reach of the people of Canada, as soon as possible. The figures already given are intended to convey to the House the exact position of the Province and Dominion, so far as the revenue and expenditure of each are concerned, and although it is shown that this Province is now contributing to the Dominion much more than its due proportion, I do not think any member in this House would contend that the whole of the revenue, less the actual expenses of the Government, should be expended within the Province. As a portion of this Dominion, although its youngest member, I am satisfied that the wish and desire of the people of the Province is to contribute their full quota towards the maintenance of the central Government, and all Federal institutions, duties and responsibilities. Upon what basis can such an obligation be adjusted? I admit it is not very easy to do this, but in order to bring it into tangible shape I make the following suggestion. For convenience I will take the Do-

minion Revenue and Expenditure for 1896. They are:	
Revenue—	
Customs.....	\$1,406,581.92
Inland revenue.....	296,283.57
Postal revenue.....	140,135.36
	\$1,842,991.45
Expenditure—	
Per capita on 68,173 at \$7.50, \$511,633.50	
Estimated on capital account 300,000 \$ 300,000.00	
Surplus of revenue.....	\$ 1,032,357.95

Of this surplus let our contribution to the Federal Government be one-half	
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or say \$446,000, and let the other be for Provincial development by ways. This would provide for sinking fund on \$10,000,000, a which would be sufficient for immediate requirements, and from development and settlement resulting therefrom plus upon the same basis would be probable (if the increase in revenue during the next few months is maintained, and I have no doubt it will have doubled itself before a full appropriation was required. I the Government will be supported taking the practical view—aid by the act under discussion, for the opening up of the Province, feel assured that the result will be as to justify them and the count doing so, from whatever point of it may be regarded, whether as a means proposition or as one they called upon to discharge in full of their obligation in the discharge their duty to this province and to Dominion. Loud and prolonged were given for Mr. Rithet as he read his sent.

Mr. SWORD was quite willing agree with Mr. Rithet that so far as adjustment of accounts was concerned between the Dominion and course that the Province was not at all in debt of the Dominion. He believed that the development of this country would redound to the credit of whole country, and therefore might look to the Dominion for assistance. The bill as brought had no friends at all. The Government had repudiated it by bringing down the amendment. There was he thought, in any part of the country an objection to the British Pacific self. The objections were that it not advisable for the country to undertake so vast an undertaking and the result would not be sufficient justify its construction at the present time. Those objections still held, to the Coast railway, he would nothing until he had obtained views of his constituents on the amendment proposed by the promoters such a railway as the Coast line nothing into it, but took all the profits. Instead of giving them a bonus and allowing them to get a bonus for the Dominion there was no reason why the Province should not build the line. If it was necessary to lease the line another company afterwards the Government might do so on good terms. He declared in dealing with the coast from Penitence to Boundary that the land subsidy was given to the Columbia & Western really to get that piece of line built. He did not think the line from Bute Inlet to Quenneville was one that we would be justified in assisting, and he joined with Mr. Semlin believing that it would be best to connect with the C. P. R. and save building through the Cascade mountains. He agreed with what Mr. Rithet had said that in Cariboo there was a country that would pay with railway communication. It seemed to him, however, that the country could be better opened up by the connection with the C. P. R. He did not look upon this \$5,000,000 as excessive for the purpose of railways, but it must be expended in the best way. He hoped the House would not assent to the passage of the bill in its present shape and the Government should withdraw it and frame one which had the Government themselves as the owners. Mr. Forster was surprised the Government did not answer the criticisms of the Opposition.

Hon. Mr. TURNER—There is nothing to answer.

Mr. Forster continuing criticized the actions of former Governments in regard to railways and claimed that the present Government, as lineal descendants, were partially responsible. He attacked the Government because of the losses of the Shuswap and Okanagan railways. As to the subsidy from Bute Inlet to Quenneville, he felt that if Mr. Rithet could carry the railway through with the subsidy given he was entitled to a great deal of credit.

Mr. HELMCKEN—Hear, hear!

Dealing in sections with the coast railway, Mr. Forster said a line up to Chilliwack would, he thought, almost pay for itself at once. But that country did not want more railway communication for itself alone. This section as a start of the line to Kootenay would be very valuable. He had very little doubt that a railway from Hope into the Boundary country would be one of the best paying pieces of railway in the Province. He thought also that the line from Penitence to Boundary would be a paying one, and generally held that a line connecting Penitence with the Coast would be a very good one. What he and the Opposition objected to was the way in which the Government proposed to help the line. They wanted the Government to own the railway system. Private ownership of railways in the United States had prostituted the country. All the civilized nations would sooner or later have to consider the question of state ownership. If railways were left private institutions then they would not be benefited.

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Columbia exported more than was imported. In showing which should insinuate Government to be expenditure within this I have no hesitation in the more the Province the greater will its im- Dominion become, not tributor to the general an outlet for the enter- people. The prove the ch it is claimed this de with regard to Do- es and expenditure since after making full allow- expenditure, ordinary as tal account, I have com- ing figures under the revenues already taken, follows:

1896 to 1896	120,257,547.33
1897 to 1898	2,647,814.23
1899 to 1900	1,376,814.40
	124,280,175.96

the expenditure has

1896 to 1896	292,300
1897 to 1898	213,000
1899 to 1900	200,000
1901 to 1902	215,000
1903 to 1904	251,000
1905 to 1906	245,000
1907 to 1908	254,000
1909 to 1910	254,000
1911 to 1912	254,000
1913 to 1914	254,000
1915 to 1916	254,000
1917 to 1918	254,000
1919 to 1920	254,000
1921 to 1922	254,000
1923 to 1924	254,000
1925 to 1926	254,000
1927 to 1928	254,000
1929 to 1930	254,000
1931 to 1932	254,000
1933 to 1934	254,000
1935 to 1936	254,000
1937 to 1938	254,000
1939 to 1940	254,000
1941 to 1942	254,000
1943 to 1944	254,000
1945 to 1946	254,000
1947 to 1948	254,000
1949 to 1950	254,000
1951 to 1952	254,000
1953 to 1954	254,000
1955 to 1956	254,000
1957 to 1958	254,000
1959 to 1960	254,000
1961 to 1962	254,000
1963 to 1964	254,000
1965 to 1966	254,000
1967 to 1968	254,000
1969 to 1970	254,000
1971 to 1972	254,000
1973 to 1974	254,000
1975 to 1976	254,000
1977 to 1978	254,000
1979 to 1980	254,000
1981 to 1982	254,000
1983 to 1984	254,000
1985 to 1986	254,000
1987 to 1988	254,000
1989 to 1990	254,000
1991 to 1992	254,000
1993 to 1994	254,000
1995 to 1996	254,000
1997 to 1998	254,000
1999 to 2000	254,000
2001 to 2002	254,000
2003 to 2004	254,000
2005 to 2006	254,000
2007 to 2008	254,000
2009 to 2010	254,000
2011 to 2012	254,000
2013 to 2014	254,000
2015 to 2016	254,000
2017 to 2018	254,000
2019 to 2020	254,000
2021 to 2022	254,000
2023 to 2024	254,000
2025 to 2026	254,000
2027 to 2028	254,000
2029 to 2030	254,000
2031 to 2032	254,000
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2035 to 2036	254,000
2037 to 2038	254,000
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2041 to 2042	254,000
2043 to 2044	254,000
2045 to 2046	254,000
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2051 to 2052	254,000
2053 to 2054	254,000
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2089 to 2090	254,000
2091 to 2092	254,000
2093 to 2094	254,000
2095 to 2096	254,000
2097 to 2098	254,000
2099 to 2100	254,000
2101 to 2102	254,000
2103 to 2104	254,000
2105 to 2106	254,000
2107 to 2108	254,000
2109 to 2110	254,000
2111 to 2112	254,000
2113 to 2114	254,000
2115 to 2116	254,000
2117 to 2118	254,000
2119 to 2120	254,000
2121 to 2122	254,000
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2205 to 2206	254,000
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2209 to 2210	254,000
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2255 to 2256	254,000
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2259 to 2260	254,000
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2631 to 2632	254,000
2633 to 2634	254,000
2635 to 2636	254,000
2637 to 2638	254,000
2639 to 2640	254,000
2641 to 2642	254,000
2643 to 2644	254,000
2645 to 2646	254,000
2647 to 2648	254,000
2649 to 2650	254,000
2651 to 2652	254,000
2653 to 2654	254,000
2655 to 2656	254,000
2657 to 2658	254,000
2659 to 2660	254,000
2661 to 2662	254,000
2663 to 2664	254,000
2665 to 2666	254,000
2667 to 2668	254,000
2669 to 2670	254,000
2671 to 2672	254,000
2673 to 2674	254,000
2675 to 2676	

fact that we have not lost sight of is that it would bring traffic to the Shuswap and Okanagan lines, which is now costing the Province \$30,000 a year. This line, if built right at once, would make a costly concern a paying one.

With regard to the Coast line, there would be another amendment, as follows: "11. No person, firm or company shall be entitled to a subsidy for the construction of a line between English Bluff and Penticton, except on condition that the company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor in Council, to construct and operate daily between said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers."

The Government hope to get one of the lines constructed before the 30th of June of next year, and possibly sooner. This loan could not be raised until the 30th June, 1898, and an amendment would be made to the bill to that effect in order to keep faith with the financiers as promised. He dealt at length on the duty of the Dominion Government to aid in railway construction in this Province. It is well known that the payments from this Province to the Dominion are 100 per cent. larger than those of the rest of the provinces. While the population of this Province is about one-fifth of that of the Dominion, it pays about one-twentieth of the whole revenue. He felt that that is an unanswerable reason why the Dominion Government should help in such important works as these. As this Province pays into the Dominion treasury so much larger a sum proportionately than any other province, we can look to the Government at Ottawa to be liberal in this matter of subsidizing railway enterprises, especially when the Provincial Government set so good an example. He noted that some Eastern papers look upon Ontario and Quebec as the milk cows of the Dominion, being milked dry for the benefit of British Columbia. That is far from being the case. As a matter of fact the merchants of the East are benefiting to an enormous extent from the immense imports that are being made here from them. With these additional railways there is no doubt that the Dominion will more largely benefit than the Province and they cannot reasonably refuse to aid the roads. They would be much more likely to do so if this bill were passed unanimously, and he saw no reason why it should not be. Very great care had been taken with regard to it, especially in the matter of rates. He did not think the ending of the loan would affect our credit. On the contrary the financiers in the great money markets look upon public works of this kind as the very best security, and this comparatively small sum would probably be raised at the lowest rate of interest and the Province would perhaps obtain the highest price than any province had yet got. He thought the House would unanimously wish to assist these railway enterprises and he believed the people would condemn any one who tried to prevent these public works for the benefit of the Province.

MR. SEMLIN said that while the Premier had been talking about one measure, he had taken the opportunity to introduce another. The Government are not taking the right course. The amendments introduced by the Premier and just now placed upon the table of members showed that they felt this. The Premier had introduced a bill proposing a certain bonus per mile for certain specified distances. Now he asked the discussion of an additional expenditure, not formally before the House. These amendments he considered, should have been introduced in the usual way, by message from the Lieutenant-Governor, and he would like the ruling of the Speaker on the point whether they could properly be otherwise introduced.

HON. MR. TURNER contended that the Leader of the Opposition had founded his argument on false premises. The bill as introduced provided for a loan of \$2,500,000 to be expended on public works, and there had been no proposition to exceed that amount.

THE SPEAKER ruled the amendments in order.

MR. SEMLIN said that any expenditure in the way of public works would

be of great benefit to the Province if properly carried out. The question arose, have the hon. gentlemen opposite adopted the best method of carrying on the construction of railways in the interests of British Columbia. On the Opposition side of the House, they claimed that the Government are not moving in this direction. Everyone admits the desirability of giving assistance towards opening up the Cariboo country, but would the carrying of this bill bring that about? The Opposition claim that the carrying of this bill would not tend to the development of the Cariboo country, except that part along the proposed line from Bute Inlet to Quesnelle. They claim that portions of the country adjacent to the coast could do equally as well with steamship accommodations. They claim that the proper method to open

up this country would be to build from some point on the Canadian Pacific Railway. The Premier had spoken of the agricultural land to be opened up; much more would it be opened up by building from some point on the Canadian Pacific Railway, from which starting point the country would already be partially developed. At present the farmers in the settled portions of the country are hard pressed to find a market; let them have the benefit of this railroad construction. This railway matter had had great influence on the result of the last election—more especially the British Pacific. In his own district no question had so agitated the public mind as the proposition to build the British Pacific. The Premier had stated that this bill is the initial step to the construction of that road. He (Mr. Semlin) did not believe that the public desire such an expenditure as the British Pacific would involve before completion.

The House had before it a proposition to subsidize a road from Boundary to Penticton. That led him to believe that one of the objects of the bill is to assist a road already assisted. If that is so, the Government should have so informed the House. On the face of it, the bill proposes to further subsidize the Columbia & Western. The road from Penticton should certainly be constructed. In so far as the scheme itself was concerned, much could be said both for and against it, but he could not see that it is in the interests of British Columbia to further subsidize a company already subsidized by a grant of 20,000 acres of land per mile. He considered that the Government have not taken the steps necessary to protect the interests of the Province, and he would therefore move the following amendment:

"That the order for the second reading be discharged and the bill withdrawn, to enable the Government to introduce a measure to procure the making of a survey between Hope and Penticton, preliminary to the construction of a railway between these points, to be built as a public work, and the immediate construction of a railway from Penticton to Boundary as a public work."

THE SPEAKER was doubtful as to the amendment being in order.

HON. MR. BAKER opposed the view taken by the Leader of the Opposition. MR. FORSTER contended that as they proposed an increase in the appropriation to be expended under the bill, there must be a message from the Lieutenant-Governor before the amendments suggested by the Premier could be in order.

HON. MR. POOLEY held that this point was not well taken. There was no necessity to ask consent to expend money on any particular railway. The Government were not asking an increase of the sum of \$2,500,000, therefore he held there was no need for a further message.

MR. WILLIAMS argued that the Government had no right to change the works for which the money was to be appropriated. The proposed amendment was really more important than the bill itself.

The Speaker ruled that the amendments proposed by the Premier were in order.

MR. SWORD, after further discussion, said that all the Leader of the Opposition asked was that the Government withdraw this bill and bring down one more in accord with the sentiment of the country. (No, no.)

The debate was at length adjourned to enable the Speaker to come to a

decision as to the points of order, and at 4:45 the House took recess until 8:15 p.m. After recess the Speaker ruled the amendment proposed by Mr. Semlin to be out of order, the words after "withdrawn" being those to which exception was taken.

MR. SEMLIN said the Opposition were under a great disadvantage in discussing this matter, as the most important portion of the proposed legislation had been only placed before them that afternoon. The Government have no real policy on any question, and change their policy to suit the demands of the hour. Apparently the Premier now holds that the policy of the Government is to build the British Pacific. The Chief Commissioner, however, secured his position in the House on the understanding that he would support no motion in favor of building the British Pacific.

HON. MR. MARTIN—"No, no." He proceeded to read an agreement, signed by Hon. Mr. Martin, not to vote any bonus in favor of the British Pacific.

HON. MR. POOLEY rose to a point of order, holding that the Leader of the Opposition should confine himself to the merits of the bill, and not make personal attacks across the floor of the House.

Mr. Semlin said that he was giving reasons for his non-support of the bill.

The Speaker held that the line of argument was too broad to be in order on the motion for the second reading.

Mr. Semlin said that he was not attacking the Chief Commissioner personally but the Government collectively. Probably the hon. gentleman would have acted honestly with his constituents if he had not been influenced by his colleagues. He would say no more, so if this bill were defeated to-night the Government would simply frame another.

MR. RITCHEY said he felt sure the bill now before the House will command itself to the whole country. The aid proposed may not in itself be sufficient to secure the building of the railways mentioned, but the fact that such a bill has been introduced is evidence of the advisability of not the absolute necessity for doing something to meet the demand for railway communication between the coast and interior of the Province in order that the benefits arising from the operation of the mines may be retained as much as possible within

the Province. The subsidy proposed in the bill can scarcely be regarded as being more than the Province can with safety undertake, but it seems to be a fair and reasonable proposition of the outlay called for, based upon the revenue to be derived by the Province, as compared with the Dominion, from the successful operation of such a policy, and in support of this he would submit further on some figures which show very clearly that the time has now been reached when the Province can put forward a fair and just claim upon the Dominion Government in this connection.

"Taking up the railways which it is proposed to add in the bill in the order given, the Coast to Kootenay road runs to a new and most promising mineral country, being in the southern portion of the Province and near the boundary line of the United States and its railway system. The commencement of construction simultaneously from Penticton will secure the benefits arising therefrom to the Shuswap & Okanagan Railway, now owned by the Province, and by using the Okanagan Lake to Penticton a through road from the Coast via Vancouver over the C. P. R. can be established within a comparatively short time, thus securing the communication between Boundary Creek district and the Coast by an all provincial route. The section from Hope to Penticton will require further examination as to practicability. With the application of modern railroading principles it may be found possible, although he thought under the most favorable circumstances it will require some years to construct and complete.

The next railway proposed in the bill is that from Bute Inlet to Quesnelle. It is not perhaps on the comprehensive lines which some parts of the Province would have wished to have seen it, but as in the other case, it has been made to conform to the general conditions necessary to bring it within the means of the Province, and with the view of placing the important district of Cariboo in communication with the coast

by the shortest route and in the shortest time possible, provided the subsidy is found to be sufficient with which the Government can induce the necessary capital, but there is a strong probability that with the aid proposed in the bill, and additional aid from the Dominion, the money may be obtained.

Should the construction of this railway be secured on such terms, he thought it can be justly claimed that they would be more favorable than have been heretofore obtained for similar roads, under similar conditions. All reports of those who have examined the country are favorable to the view that the route through which this road would pass is a good one. The quantity of land suitable for agricultural and pastoral purposes, along the line of this railway are immediately tributary thereto, is estimated by Mr. Marcus Smith to be 12,000,000 acres, and this is confirmed by Mr. H. P. Bell, who examined the country in 1895. The mineral wealth of Cariboo has already been proved, and in spite of the difficulties now surrounding its development and economical operation with modern appliances, upon a large scale, many large enterprises have been undertaken in spite of enormous expense which had to be incurred in providing the necessary equipment, and of the lack of evidence of confidence which the enterprising men who have furnished the large amount of capital necessary have in the project—a 10th hydraulic at quarries which they have undertaken to develop in order to recoup themselves. The output of gold from the placer mines of Cariboo has already been over \$50,000,000 in gold. With railway facilities not only will the clear mine workings be extended and encouraged, but the extensive quartz and hydraulic mines known to exist throughout the district will be brought within reach of practical working with modern appliances, and on economic lines. Not only would this railway open up Cariboo and the country through which it passes, but it would place within easy access of the Coast the whole of the large plateau lying to the north of it, which is already attracting the attention of capitalists and others, as a field for mining operations. It would also furnish a market tributary to the Coast cities, and the settlements of the Coast for the manufacture of products.

Some criticism has been made upon the building of this portion of the road, but in explanation he thought it can easily be made clear that the Government are showing a disposition to meet the immediate requirements of the country. The distance from Bute Inlet to Quesnelle is 231 miles. With the railway carried by way of the P. R. to Ashcroft, and thence to Cariboo the distance would be about 481 miles from the coast, so that the distance railway carriage saved is about 250 miles. Another important point is that it will be independent of the C. P. R. and is so far removed from the boundary line as to make it purely provincial in character so far, but with so many advantages as to route, gradient, climatic conditions and economical factors it must, when the proper time comes, establish its claim as a through inter-provincial and trans-continental road. Once the coast, at Bute Inlet, reached, all provincial coast points are readily accessible by water communication.

While he thought it is generally admitted that railways are necessary to the development of British Columbia, an important question of how to arrange the financial conditions in order to secure them is frequently lost sight of by the public. These are not only so, but are surrounded with some difficulties, and it seems to be impossible to separate this part of the question except as a combined Dominion and Provincial obligation and duty. The total area of Ontario and Quebec is 447,100 square miles, that of British Columbia is 382,800 square miles. British Columbia with 65 per cent. of the area, both Ontario and Quebec combined have only 800 miles of railway as compared with 2,842 miles in the other two provinces. According to area British Columbia should have 3,110 miles. With specially referring to the construction of railways it may be well to point out that the average cost per mile of British track was \$106,150, while that

as to the points of order, and the House took recess until 10 a.m. After recess the Speaker ruled amendment proposed by Mr. Semlin out of order, the words after "drawn" being those to which action was taken.

SEMLIN said the Opposition were a great disadvantage in discussion matter, as the most important portion of the proposed legislation could only be placed before them that noon. The Government have no policy on any question, and change policy to suit the demands of the day. Apparently the Premier now that the policy of the Government could the British Pacific. The Chief Minister, however, secured his position in the House on the understanding he would support no motion in connection with the British Pacific.

Mr. Martin—"No, no." Semlin—"Well, we will see." He asked to read an agreement, signed by Mr. Martin, not to vote in favor of the British Pacific. Mr. Pooley rose to a point of order, holding that the Leader of the Opposition should confine himself to the merits of the bill, and not make personal attacks across the floor of the House.

Semlin said that he was giving no support for his non-support of the bill. Speaker held that the line of argument was too broad to be in order. Motion for the second reading. Semlin said that he was not attacking the Chief Commissioner personally, but the Government collectively. He said the hon. gentleman would not be honest with his constituents if he had not been influenced by his colleagues. He would say no more, this bill would be defeated to-night and the Government would simply frame another.

RITZET said he felt sure the bill before the House will command the support of the whole country. The bill is not in itself sufficient to build the railway, but the fact that such a bill has been introduced is evidence of the absolute necessity for doing something to meet the demand for railway communication between the coast and interior of the Province in order that the benefits arising from the operation of the mines may be realized as much as possible within the Province. The subsidy proposed in the bill can scarcely be regarded as better than the Province can with undertake, but it seems to be a reasonable proportion of the cost called for, based upon the cost of the building of the railway, compared with the Dominion, from the support of this bill would submit on some figure which show very clearly that the time has now come when the Province can put forward a fair and just claim upon the Dominion Government in this connection.

ing up the railways which it is proposed to add in the bill in the order of the Coast to Kootenay road route, and most promising mineral belt in the southern portion of the Province and near the boundary of the United States and its railways. The commencement of the construction simultaneously from Penticton to the Shuswap and Okanagan, now owned by the Province, using the Okanagan Lake to connect a through road from the coast to Vancouver over the C. P. R. established within a comparatively short time, thus securing the connection between Boundary Creek and the Coast by an all-province route. The section from Hope to Penticton will require further extension as to practicability. With the completion of modern railroading it may be found possible, although thought under the most favorable circumstances it will require years to construct and complete.

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by the shortest route and in the shortest time possible, provided the subsidy is found to be sufficient with what further aid may be obtained from the Dominion Government. As the House is already aware the land grant alone has not been sufficient to induce the necessary capital, but there is a strong probability that with the aid proposed in the bill, and additional aid from the Dominion, the money may be obtained. Should the construction of this railroad be secured on such terms, he thought it can be justly claimed that they would be more favorable than have been heretofore obtained for similar roads, under similar conditions. All reports of those who have examined the country are favorable to the view that the section through which this road would pass is a good one. The quantity of land suitable for agricultural and pastoral purposes, along the line of this railway and immediately tributary territory, is estimated by Mr. Martin Smith to be 12,000,000 acres, and this is confirmed by Mr. H. P. Bell, who examined the country in 1898. The mineral wealth of Cariboo has already been proved, and in spite of the difficulties now surrounding its development and economical operation with modern appliances, upon a large scale, many large enterprises have been undertaken in spite of the enormous expense which had to be incurred in providing the necessary equipment, and of the striking evidence of the confidence which the enterprising men who have furnished the large amount of capital necessary have in the property—a lot of hydraulic machinery—which they have undertaken to develop in order to recoup themselves. The output of gold from the placer mines of Cariboo has already been over \$50,000,000 in gold. With railway facilities not only will the clear mine workings be extended and encouraged, but the extensive quartz and hydraulic mines, known to exist throughout the district, will be brought within reach of practical working with modern appliances, and on economic lines. Not only would this railway open up Cariboo and the country through which it passes, but it would place within easy access of the coast the whole of the large plateau lying to the north of it, which is already attracting the attention of capitalists and others, as a field for mining operations. It would also form a market tributary to the Coast cities, and Coast settlements for the manufacture and products.

Some criticism has been made upon the building of this portion of the road first, but in explanation he thought it can easily be made clear that the Government are showing a disposition to meet the immediate requirements of the country. The distance from Bute Inlet to Quenelle is 231 miles. Were the railway carried by way of the C. P. R. to Ashcroft, and thence to Cariboo the distance would be about 481 miles from the coast, so that the distance of railway carriage saved is about 250 miles. Another important point attained in the estimation of many is that it will be independent of the C. P. R. and is so far removed from the boundary line as to make it purely provincial in character so far, but with so many advantages as to route, gradients, climatic conditions and economical features it must, when the proper time comes, establish its claim as a through inter-provincial and trans-continental road. Once the coast, at Bute Inlet, is reached, all provincial coast points are readily accessible by water communication.

While he thought it is generally admitted that railways are necessary to the development of British Columbia, the important question of how to arrange the financial conditions in order to secure them is frequently lost sight of by the public. These are not only serious, but are surrounded with some difficulties, and it seems to be impossible to secure this part of the question except as a combined Dominion and Provincial obligation and duty. The total area of Ontario and Quebec is 447,150 square miles, that of British Columbia is 382,300 square miles. British Columbia with 85 per cent. of the area of both Ontario and Quebec combined has only 800 miles of railway as compared with 9,542 miles in the other two provinces. According to area British Columbia should have 8,110 miles. While especially referring to the construction of railways it may be well to point out that the average cost per mile of the Grand Trunk was \$106,150, while the

Canadian Pacific cost \$22,500. These facts are mentioned in order that the House may appreciate the necessity for a cash subsidy in addition to the land grant, and the necessity for railways in order that the country may be settled up. He gave figures to show that the per capita debt of this Province is small compared with that of all other British possessions, and then dealt with the question of Dominion revenue and expenditure in connection with British Columbia. For 1896 he figured the receipts from customs, inland revenue and the postal service at \$4,618,724, or \$18.50 per capita; and the expenditure at \$736,297, or only \$7.50 per capita of the estimated population of 98,178, and gave the figures for the other provinces also. It is frequently remarked by the press of the other provinces, he continued, that this Province is a burden upon them, and Ontario has always tried to make it appear that it is the milch cow for the whole Dominion. With such a showing as that which he had given it must be apparent to anyone who will go into the matter that exactly the opposite is the fact, and especially in this fact apparent in the case of this Province, which contributed last year an excess of revenue into the Dominion treasury of \$1,106,624, against an excess of expenditure upon the same basis in Ontario of \$2,548,064. What better proof can be produced? He hoped our patriotic fellow citizens in the Province of Ontario would carefully study the figures given and be prepared to accord to British Columbia a little more consideration than has been heretofore shown. The contention so frequently made that the building of the Canadian Pacific Railway was for the sole benefit of British Columbia is neither reasonable nor correct. It was a national undertaking, and this Province should not be expected to contribute more than it has in land as its special contribution, and its fair per capita average share of the expenditure in money by the rest of the Dominion to meet the liabilities and charges which have been incurred through the undertaking. Had it not been for this railway the Dominion would not have the promising future or command the attention which it does to-day, either in a national or commercial sense, and this feature is making itself more apparent year by year.

A few days ago it was mentioned by the member for Vancouver City that the prosperity of any country is indicated by the business done as shown by its exports. He proposed now to give some figures showing the great advantage which a comparison under this head gives the Province of British Columbia. The returns show that last year the imports into British Columbia were valued at \$5,566,236, and her exports at \$10,576,551. For the whole Dominion the imports were \$138,011,508, and the exports \$121,018,852, so that while the showing for the whole Dominion was only \$8,002,344 over imports, British Columbia exported \$5,010,313 more than was imported. Is not that a showing which should induce the Dominion Government to be liberal in its expenditure within this Province? He had no hesitation in affirming that the more the Province is opened up, the greater will its importance to the Dominion become, not only as a contributor to the general revenue, but as an outlet for the enterprise of its own people. He figured that since the union this Province has contributed \$24,276,602 to the Dominion, while the expenditure here has been, including the liberal allowance of \$200,000 a year for the 24 years on public works, only \$17,864,800. It will therefore be seen that there is a surplus up to 1896 of \$6,411,812.83, a sum, when properly computed, almost sufficient to refund the expenditure for Canadian Pacific Railway constructions and all other public works made by the Dominion Government in British Columbia. The Province is now in a position to require from the Dominion a more equitable distribution of the expenditure upon the basis of its revenue, as compared with the other Provinces, then has hitherto been accorded to it. He considered that if the surplus of our contribution to the Dominion over the expenditure within the Province is as in 1896 \$629,319, at least one-half of this surplus, or say \$344,000, should be devoted to Provincial development by railways. This would provide interest and sinking fund on \$10,000,000, a sum which would be sufficient for immediate requirements, and from the do-

velopment and settlement resulting the surplus upon the same basis would in all probability have doubled itself before a further appropriation was required.

He hoped that the Government would be supported in taking the practicable step indicated by the Act under discussion, towards the opening up of the Province, and felt assured that the result will be such as to justify them and the country in doing so, from whatever point of view it may be regarded, whether as a business proposition or as one they are called upon to discharge in fulfillment of their obligation in the discharge of their duty to this Province and to the Dominion.

MR. SWORD was quite willing to agree with Mr. Ritzet that so far as the adjustment of accounts is concerned between the Dominion and ourselves, the Province is not at all in the debt of the Dominion. He believed that the development of this Province would redound to the credit of the whole country, and therefore they might look to the Dominion for liberal assistance. The bill as brought down had no friends at all. The Government have repudiated it by bringing down the amendment. There is not, he thought, in any part of the country any objection to the British Pacific itself. The objections are that it is not advisable for the country to take up so vast an undertaking, and that the result would not be sufficient to justify its expenditure at the present time. As to the Coast railway, he would say nothing until he had obtained the views of his constituents on the amendment proposed by the Premier. He objected that the promoters of such a railway as the Coast line put nothing into it, but took all the profits. Instead of giving them a bonus and allowing them to get a bonus from the Dominion there is no reason why the Province should not build the line. If it is necessary to lease the line to another company afterwards, the Government might do so on good terms. He declared in dealing with the section from Penticton to Boundary that the land subsidy was given to the Columbia Western really to get that piece of line built. He did not think that line from Bute Inlet to Quenelle one that we would be justified in assisting, and he joined with Mr. Semlin in believing that it would be best to connect with the C. P. R. and more building through the Cascade mountains. He agreed with what Mr. Ritzet had said that in Cariboo there is a country that would pay with railway communication. It seemed to him, however, that the country could be better opened up by the connection with the C. P. R. He did not look upon this \$2,500,000 as excessive for the purpose of railways, but it must be expended in the best way. He hoped the House would not assent to the passage of the bill in its present shape, and the Government should withdraw it and leave one having the Government themselves as the owners.

MR. FORSTER expressed surprise that no member of the Government had risen to answer the arguments of the hon. member for Dewdney (Mr. Sword). "Hon. Mr. Turner—"There was nothing to answer." Mr. Forster proceeded to criticize the action of the Government in the matter of the Shuswap and Okanagan Railway guarantee. As to the subsidy from Bute Inlet to Quenelle, he felt that if Mr. Ritzet can carry the railway through with the subsidy given, he will be entitled to a great deal of credit. He considered that a railway to Chilliwack would pay its way—or very nearly so—and ought not to need Government aid, although it would be a very valuable link in the Kootenay proposition. He held that a line connecting Penticton with the coast would be most valuable. He, however, objected to the bonus proposition. He advocated state proprietorship of railways. Government ownership as opposed to private ownership is the stand the Opposition have taken, and he was proud to agree with his colleagues. He was opposed to the policy embodied in the Railway Bill. He was satisfied that the Opposition are on the winning side in this matter of railway policy, and was certain that upon it he could not be defeated in his own district (Applause). He criticized the action of the members of the Government in becoming connected with subsidised railway enterprises, and referred to the supposed connection of Messrs. Eberts & Taylor with the Columbia & Western Railway.

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How Mr. Eberts:—“I deny that we are collectors solely for the Columbia & Western Railway.”

MR. ADAMS favored the route from Bute Inlet to Quesselle. He did not think that a branch line from the C. P. R. up into Cariboo would be of more service. The C. P. R. have had an opportunity of making a line up to Barkerville, but have not taken it, although they were offered a large subsidy by the Dominion Government. Once work was started on the British Pacific, Cariboo would be connected with the Coast in a very short time. He thought the Leader of the Opposition might have had more sympathy with the people of Cariboo, in which district he has made so much money. He had been over part of the route of the proposed line, and he had seen splendid tracts of pastoral country. The country this railway would pass through is a much better country than that the C. P. R. passes through in the hundred miles from Yale up. The route is so much less also from Bute Inlet to Quesselle than from Vancouver that hon. gentlemen ought to be satisfied.

MR. KIDD said the principle of this bill is to borrow money, and apply it to building certain public works in this Province with a view to the development and opening up of the Province. While the general principle may be all right, the question remains of Government as opposed to private ownership. He was strongly in favor of Government ownership of roads, and therefore must oppose the bill.

HON. MR. MARTIN resumed the remarks of the Leader of the Opposition as to his (Mr. Martin's) position in the matter of the British Pacific. He had never gone back on his word since he first stood before his constituents. What he said in Kamloops when elected was that if the British Pacific came down to the House and asked the Legislature for \$240,000 per year for 25 years he would oppose the application. He would do so now. The Province is not now asked for \$240,000 per year for one railway but for only \$78,000 as interest per year for the three railways. He had always voted in the House for any railway to go to Cariboo. If the placer mines there are played out, they have found where the gold comes from and he believed the district is again going to be as rich as any other in the Province. He believed that there will arise in Cariboo, another Bonanza.

MR. WILLIAMS said that the evening being now long drawn out, and the matter being of vital importance involving as it did the expenditure of \$2,500,000, to say nothing of the Government railway policy which no one had ever heard of before, he would now move the adjournment of the debate.

Motion agreed to; and the House adjourned at 11:45 p.m.

No. 46.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Thursday, 15th April, 1897.

Two o'clock, P. M.

Prayers by the Rev. J. P. Betts.

The Hon. Mr. Eberts presented the Twenty-third Annual Report of the Registrar of Births, Deaths, and Marriages.

Mr. Booth presented the Twenty-seventh Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 15th, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

That they have considered Bill (No. 11) intituled “An Act to Incorporate the South Kootenay Water-Power Company,” and find the preamble proved, and submit the same herewith with amendments.

Your Committee also recommend that the Company be granted the further power of treating ores.

J. P. BOOTH,
Chairman.

The Report was received.

The adjourned debate on the second reading of Bill (No. 54) intituled “An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works,” and Mr. Semlin's amendment thereon, was resumed.

The amendment was withdrawn.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

Debate resumed.

Bill read a second time on the following division:—

YEAS:

Messieurs

Huff,
Mutter,
Helmcken,
Baker,
Turner,

Martin,
Rithet,
Adams,
Booth,

Pooley,
Eberts,
Bryden,
Rogers,

Hunter,
Irving,
Braden,
McGregor—17.

NAYS:

Messieurs

Kennedy,
Hume,
Forester,

Macpherson,
Kidd,
Sword,

Williams,
Semlin,
Cotton,

Graham,
Kelfie—11.

Ordered to be committed on Monday next.

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15TH APRIL.

1897

The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.

The said Message was read by Mr. Speaker, and is as follows:—

E. DEWDNEY,

Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled “An Act to amend the Nelson and Fort Sheppard Railway Subsidy Act, 1892,” and recommends the same to the Legislative Assembly.

Government House,
15th April, 1897.

Ordered, That the said Message, and the Bill accompanying the same, be forthwith referred to a Committee of the Whole.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of Bill (No. 64) intituled “An Act to amend the Nelson and Fort Sheppard Railway Subsidy Act, 1892.”

Mr. Booth, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.

Bill introduced and read a first time.

To be read a second time on Monday next.

Mr. Hume presented a Petition from N. A. Wallranger (re Crow's Nest Railway).
Laid on the table.

Resolved, That the House, at its rising, do stand adjourned until two o'clock on Monday next.

Mr. Macpherson asked the following question:—

What authority have the agents collecting stampage dues from free m

The Hon. Mr. Martin replied as

“No authority to collect royalty claims legally held by them.”

Bill (No. 48) intituled “An Act to amend the Companies Act, 1891,” was committed, with Mr. Report complete with amendments. Report to be considered on Monday.

And then the House adjourned.

NOTICE

Mr. Kennedy to move, on consideration of section (c) of section 3 be amended and the word “willow” in the third

On Monday next—

Mr. Smith to ask leave to introduce Mining Act, 1891.”

60 VICT.

Mr. Smith to move, on the motion (Loan Act) that it be an instruction to sub-section (b) of section 8:—
To strike out all the words after “Ashcroft to Forks Quesselle, app

Mr. Helmcken to move, in Committee (Power Company), to amend section in the first line thereof.

To amend section 12, sub-section the words “of the ‘Water Clauses

Times April 15-97

LOAN RAILWAY AID BILL.

Mr. Sword, rising to a question of privilege, said that he had been misreported in the Colonist. He had not said that he would be forced to consult his constituents before voting for the bill to the Victoria, Vancouver & Ensenada Railway. What he had stated was that he was in accord with his constituents on the British Pacific at the last election and he would have to consult his constituents before voting for a bill to aid the British Pacific.

MR. WILLIAMS.

Mr. Williams said the bill could not properly have been called the Helmcken Bill. Mr. Rithet had been pleased to lecture other members on their selfish views, but he (Mr. Rithet) had shown himself to be very selfish in this matter and very narrow in his ideas. At a public meeting in Victoria Mr. Rithet had stated that he would vote to vote for the road to Kootenay unless Victoria was made the terminus. Mr. Rithet's remarks regarding doubt of knowledge of the route between Hope and Penticton would apply to the road from Bute to Quesselle. The road from Hope to Penticton was just as well known as the route from Bute to Quesselle.

Mr. Rithet—It is nothing of the kind. Mr. Williams said the road from Bute to Kootenay was a very desirable one. The citizens of Vancouver, Victoria, and Fraser River district have given expression to their opinion in favor of this road. He was not prepared to go as far as Mr. Rithet and say all roads should be built by governments, but when the local authorities were to grant a subsidy and the Dominion house a subsidy, the government should undertake the construction of the road and reap the profit that is sure to be derived from the operation of the road. He would have voted for the second reading of the bill, hoping to change it in committee, were it not for the fact that there was embodied in the bill aid for the British Pacific.

MR. BOOTH.

Mr. Booth said it would be a bargain to get a road into Cariboo for \$1,000,000. The land in the grant given to the British Pacific was not worth anything. Mr. Booth opposed the construction of any road by the government as they could not compete with the P. N.

EDINGS
h Columbia.

TWO O'CLOCK, P. M.

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ivate Bills Committee, as

TEE ROOM,
April 15th, 1897.

ling Orders beg leave to

o Incorporate the South
d submit the same here-

ed the further power of

J. P. BOOTH,
Chairman.

) intituled "An Act to
for the purpose of aiding
in's amendment thereon,

EVEN O'CLOCK, P. M.

Hunter,
Irving,
Braden,
McGregor—17.

Graham,
Kellie—11.

1897

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t Sheppard Railway

l the Bill.

est Railway).

o o'clock on Monday

Mr. Macpherson asked the Hon. the Chief Commissioner of Lands and Works the following question:—

What authority have the agents of the Nelson and Fort Sheppard Railway Company for collecting stumpage dues from free miners, on the Nelson and Fort Sheppard Land Grant?

The Hon. Mr. Martin replied as follows:—

"No authority to collect royalty from free miners who are cutting timber on mineral claims legally held by them."

Bill (No. 48) intituled "An Act to incorporate the Bedlington and Nelson Railway Company," was committed, with Mr. McGregor in the Chair.
Reported complete with amendments.
Report to be considered on Monday next.

And then the House adjourned at 11:05 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

Mr. Kennedy to move, on consideration of the Report on Bill No. 49 (Game), that sub-section (c) of section 3 be amended by striking out the words "blue grouse" in the first line, and the word "willow" in the third line thereof.

On Monday next—

Mr. Smith to ask leave to introduce a Bill intituled "An Act to amend the 'Placer Mining Act, 1891.'"

60 VICT.

15TH APRIL.

3

Mr. Smith to move, on the motion to go into Committee of the Whole on Bill No. 54 (Loan Act) that it be an instruction to the Committee to consider the following amendment to sub-section (b) of section 8:—

To strike out all the words after the word "from" in line one and insert the words "Ashcroft to Forks Quesnelle, approximately one hundred and ninety-five miles."

Mr. Helmcken to move, in Committee of the Whole on Bill No. 12 (Okanagan Water Power Company), to amend section 34 by adding the words "and 18" after the figures "17" in the first line thereof.

To amend section 12, sub-section (f), by adding after the figures "42" in line 46 thereof the words "of the 'Water Clauses Consolidation Act, 1897,' or any amendments thereof."

Times April 15-97.

LOAN RAILWAY AID BILL.

Mr. Sword, rising to a question of privilege, said that he had been misrepresented in the Colonist. He had not said that he would be forced to commit his constituents before voting for the aid to the Victoria, Vancouver & Eastern Railway. What he had stated was that he was in accord with his constituents on the British Pacific at the last election and he would have to consult his constituents before voting for a bill to aid the British Pacific.

MR. WILLIAMS.

Mr. Williams said the bill could very properly have been called the Heinze-Rithet Aid Bill. Mr. Rithet had been pleased to lecture other members on their selfish views, but he (Mr. Williams) had shown himself to be very selfish in this matter and very narrow in his ideas. At a public meeting in Victoria Mr. Rithet had stated that he would refuse to vote for the road to Kootenay unless Victoria was made the terminus. Mr. Rithet's remarks regarding the doubt of knowledge of the route between Hope and Penticton would apply to the road from Bute to Quesnelle. The route from Hope to Penticton was just as well known as the route from Bute to Quesnelle.

Mr. Rithet—It is nothing of the kind. Mr. Williams—The road from the coast to Kootenay was a very desirable one. The citizens of Vancouver, Victoria, and Fraser river district have given expression to their opinion in favor of this road. He was not prepared to go as far as Mr. Forster and say all roads should be built by governments, but when the local house was to grant a subsidy and the Dominion house a subsidy, the government should undertake the construction of the road and reap the profit that is sure to be derived from the operation of the road. He would have voted for the second reading of the bill, hoping to change it in committee, were it not for the fact that there was embodied in the bill aid for the British Pacific.

MR. BOOTH.

Mr. Booth said it would be a good bargain to get a road into Cariboo for \$1,000,000. The land in the grant given to the British Pacific was not worth anything. Mr. Booth opposed the construction of any road by the government, as they could not compete with the C. P. R.

DR. WALKEM.

Dr. Walkem said there were more things to consider in the bill than the money grant. He believed with regard to two of these roads at least that there would be no harm in voting for the bill, as they would never be built. With the subsidy to be granted to the road from Penticton and Boundary this road will likely be built, and when this is done the necessity for the road from the coast to Kootenay would be removed. He would vote for the bill, although he might err in doing so, and in the future may regret the course. He was opposed to the road from the coast to Kootenay. The citizens of Nanaimo had not expressed themselves in favor of this road. He regretted there was no sum in the bill for a railway from Nanaimo to Alberni. If satisfactory arrangements could be made with the E. & N. Railway Co. in the matter of baser metals, there would be an unprecedented rush to Alberni. Kootenay wouldn't be in it. The best way of securing ferry with the Mainland was between Vancouver and Nanaimo. He hoped to see such changes in committee as would make the bill a more perfect one and would better conserve the interests of the province.

COL. BAKER.

Hon. Col. Baker said that a great deal could be said in favor of state ownership of railways under certain conditions, but such railways had, when run on the best of business principles, barely paid expenses. It was the duty of the government to stand firm even if compelled to withstand popular opinion and not to do anything that would be detrimental to the province. If a railway company gets \$4,000 per mile from the province and \$8,000 per mile from the Dominion, the company would have little difficulty in getting the rest of the money to build the road. The policy of the government was a statesmanlike one and would give the province railways at the cheapest possible price. The federal premier had said his government would not undertake state ownership of railways and was therefore opposed to the policy of the opposition. If the Dominion government did not give the railways double the appropriation granted by the provincial government, the responsibility would rest on the opposition, who opposed the bill. (Laughter.)

MAJOR MUTTER.

Major Mutter opposed state ownership of railways and said the climatic and

Physical conditions here were different from those in Australia. The policy of government ownership of railways was first mooted in his own district of Cowichan-Alberni. Major Mutter was opposed to giving Mr. Heinze the land grant and \$4,000 per mile. (Hear, hear.) If it is possible for the government to own the roads and build them he would

warmly support that plan, but he was going to wait and in the meantime he would support the bill. (Laughter.)

MR. KENNEDY.

Mr. Kennedy was in favor of government ownership of the railways, but if this couldn't be carried out he believed that railways would be built where they will do the most good. Mr. Rithet would call the opposition obstructionists because they opposed the British Pacific. He quoted from reports to show the road from Bute to Quesnelle will cost \$7,500,000. How the money can be secured to build this road that will not pay for axle grease passed his comprehension. He was told that Mr. Rithet and his friends had grabbed all the land near Bute Inlet.

Mr. Rithet—I emphatically deny having any interest in an inch of land at Bute Inlet.

Mr. Kennedy accepted the denial. He did not believe the Hon. Wilfrid Laurier had ever used the expression credited to him by Col. Baker. He would vote against the bill because of the British Pacific subsidy.

MR. GRAHAM.

Mr. Graham said there was no district which could be more affected by the bill than his own. He told of the arrangements made with Mr. Heinze. The bill brought down made the position a most peculiar one. The government gives a bonus of \$4,000 a mile on condition that a road is built within two years from Penticton to Grand Forks when Mr. Heinze has put up a bond of \$50,000 that he will construct the road within 18 months, or in six months less time than the government make a condition of giving a subsidy of \$4,000 a mile. (Hear, hear.) Much had been said about local jealousies, but Mr. Graham read resolutions from his district which were to the effect that while the people recognized the necessity for a railway, they did not believe that the province should be sacrificed to secure the same. The government will never have such an excellent opportunity of making a government railway a paying one. Mr. Graham strongly advocated the construction of the road to Kootenay as a government undertaking and just as strongly opposed the British Pacific scheme.

MR. POOLEY.

Hon. Mr. Pooley opposed government construction of railways and said that if the government were to undertake the construction of the lines mentioned in the bill it would have to borrow over \$16,000,000 to do so.

MR. ROGERS.

Mr. Rogers would support the second reading, and resented Mr. Kennedy's assertion that the British Pacific was going to run from nowhere to nowhere.

MR. MACPHERSON.

Mr. Macpherson strongly opposed the bill. He took Mr. Booth to task for his position on this subject. He characterized him (Booth) as a spineless and weak-kneed individual who could utter independent words, but was always found voting for the government against principle and right. Mr. Macpherson showed the advantages of government ownership of railways. The present government had already decided away to private companies over 30,000,000 acres of land, and in addition to this the government wanted to give companies cash subsidies of \$4,000. It would be supposed that roads receiving such assistance would give cheap rates, but this was not the case.

Every other colony under the crown excepting Canada had the stamina to build their own railways and these railways were paying concerns. He went into figures to show that those government roads gave cheaper rates than roads in this country and still pay a profit. This province should emulate the example set by the other colonies and take a bold stand to rid the people of the incubus of private railways.

Mr. Macpherson then referred to the following telegram, a copy of which the premier had sent to the Mainland cities: "Opposition members opposing bill providing subsidy coast to Penticton. There

The British Pacific in this. They required \$240,000 annually; this is only about \$80,000. Opposition action will tend to prevent Dominion subsidy. I instruct members before 3 o'clock Thursday."

This telegram was worded to mislead those to whom it was sent. The British Pacific was mentioned in the bill and the opposition were not opposing the aid to the Coast-Kootenay road. The sending of the telegram was not the conduct of an honorable man, for an honorable man would be more such a mean, contemptible trick.

The Speaker—You may think that or say it outside, but the language is unparliamentary.

Mr. Macpherson—If the language is unparliamentary I will withdraw it, but it is not strong enough to characterize the premier's conduct.

Mr. Macpherson pointed out that the C.P.R., having secured the B. C. Southern charter, was in a position to build the line from Kootenay to the coast and the province might be bonusing the C.P.R. to build another line through the province. They might be aiding the C.P.R. to grind the people under another monopoly. He would have been ready to assist the government in a vigorous railway policy, but he could not support the second reading of such a bill. (Applause.)

Hon. Mr. Turner said that it was his duty to send such a telegram, as he had promised to inform the Mainland delegates who had interviewed the government as to what changes would be made in the bill. He had received some answers to the telegrams, among them being the following from New Westminster: "Following resolution was passed this afternoon at meeting of citizens: 'That this meeting request Mr. Kennedy to support the amended railway aid bill as brought down by the premier, only objecting to car ferry stipulation until car ferry is warranted by business, and asking change of words 'English Bluff' to 'English Bluff or navigable harbor in vicinity.' I have also had one from Chilliwack as follows: 'Chilliwack strongly favors government subsidy for direct line Vancouver and coast to Penticton to connect with lines to Kootenay. Markets must be secured. (Signed) S. A. Cawley and twenty-three others.'"

Mr. Sword said that as Chilliwack was unrepresented in the house, and as he had lived in the district for some time, he took the liberty to say that the telegram read by the premier did not represent the views of the people of Chilliwack. The premier had attempted to mislead the people. The telegram from Chilliwack was signed by the defeated government candidate.

Mr. Turner—And twenty-three others. Mr. Sword—But these do not represent all the people of Chilliwack.

Mr. Kennedy said the premier had deliberately attempted to deceive the people of the Mainland by sending a telegram saying there was no British Pacific in the bill. Notwithstanding the telegram from New Westminster he would vote against the second reading. (Applause.)

The Speaker then called 6 o'clock.

EVENING SESSION.

Mr. Cotton resumed the debate after recess. He referred to the telegrams and stated that neither he nor any other member of the opposition had ever opposed the granting of liberal subsidies for railways to open up this province. The opposition were in earnest about this matter, while the government were not. The government, two weeks ago, brought down a bill and inferred that this was their railway policy, that the members could consult their constituents and set their views upon this policy. But after the members had consulted their constituents the government introduced an amendment more important than the bill, and the provincial secretary boasts that they had fooled the opposition, that by this the government had shown great statesmanship.

Col. Baker also stated that Hon. Mr. Turner had said that his government would give no aid to state-owned railways. Mr. Cotton did not believe that Mr. Laurier had ever made use of that expression. He might have said that the Dominion government would not build railways, but that did not imply that that government would refuse to grant subsidies to railways built by the province. Mr. Ritchie had delivered an

eloquent speech, a carefully prepared speech, a speech so full of figures and facts that it would require at least three months for an ordinary man to digest it. He had traveled all the way to Nova Scotia, yes, to the Antipodes, but he had said but little that had a direct bearing on bill No. 54. Mr. Booth told a very doleful tale. He had said the C.P.R. had not hold of the province, that it was useless to protest, and the people must take their medicine, but it remained for Major Muttter to offer the most remarkable arguments in favor of the bill. That gentleman said that the government of this province could not build railways the same as in Australia because there were snowslides in this country. (Laughter.) If Major Muttter votes for the second reading of this bill, his constituents will consign him to a place where snowslides are welcome. (Loud laughter.) When the major is buried beneath the snowslide of votes he will probably be heard uttering faintly, "Hear, hear." (Loud laughter.)

Mr. Cotton did not wish to discuss this question from a party standpoint. This province, with respect to railways, was different from the other provinces in the Dominion. It was a virgin field with the exception of the C.P.R. and one or two short railways. It was therefore necessary that some definite railway policy should be adopted. There is no policy in the government's bill. The opposition take the stand that the province should strike out and construct railways so that the people can not be controlled and participate in the profits. With respect to the British Pacific Mr. Cotton said that the shortest and cheapest way to give railway connection to Cariboo was from the line of the C.P.R. The government found that the people would not swallow the British Pacific bodily and they are now attempting to give it a new piece by piece. He was firmly convinced that the road from Penticton to Boundary Creek was of so much importance that it should be built at once. It was the key to the railway situation and should be under the control of the government. Mr. Cotton ridiculed Mr. Pooley's figures and showed that the amount necessary for the government to borrow to construct the railways mentioned was far less than that stated by the president of the council. If people are going to put up the money to build railways they should have an interest in those railways. (Applause.)

MR. EBERTS.

Hon. Mr. Eberts said if the aid suggested in the bill was taken advantage of by railways it would result advantageously to the province. The style of granting aid had often agitated and perplexed the legislature as to what was best for the province. He referred to aids granted to the E. & N. S. & O. & Kootenay and other railways. Indirectly the bargain with the S. & O. Railway Company was a good one. The province had lost nothing by the assistance to the Nakusp & Slokan. He ridiculed Mr. Cotton's contention that the road to Cariboo should be built by the C.P.R. The line from Bute Inlet would have the advantage of all the competitive lines to the coast, as transportation from the terminal of those lines to Bute Inlet by water would be very cheap indeed. The government were alive to the fact that the Boundary Creek district must be opened up by a railway at once in order to preserve the growing trade for the people of the province. The opposition would not come before the country with a policy of government ownership of railways. The government of the province of Ontario never took up the state ownership of railways.

MR. HELMOKEN.

Mr. Helmoken said a great deal of praise was due the members of the opposition for the way they put the case before the house. Particularly was that praise due Mr. Cotton for his strong speech. He went into the early history of British Columbia to show that even in 1864 the question of a railway from the coast to Cariboo was then mooted. The premier was entitled to consideration that he had at last the courage to bring in such a measure as he did. If the government had introduced such a measure before this the country would be in a better position than it is to-day. There was a great deal of force in the policy of the opposition, but it was better to see that the best use was made of the funds placed at the disposal of the government. There might be a decided objection to giving aid to certain parties for a road from Penticton to Grand Forks, and the views of the opposition on this point should be carefully considered by the government. The interests of the people should not be over-

looked. He was in favor of the government making such arrangements with any company receiving aid as would allow the government to purchase railways at reasonable terms. All should join hands and unite in endeavoring to make the measure before the house as perfect as possible.

The division bell then rang and the members took their seats preparatory to voting. Dr. Walkem and Capt. Irving did not hear the division bell and came in as the Speaker was about to put the question. Capt. Irving came in first and was allowed to vote, but the doctor said that he was too late. Messrs. Smith and Stoddart, who, it is understood, are opposed to the bill, were not in their seats when the vote was taken. Mr. Kellie voted against the second reading. The division follows:

Ayes—Turner, Baker, Eberts, Pooley, Martin, Bryden, Ritchie, Adams, Huff, Rogers, Booth, Irving, Braden, Macgregor, Muttter, Helmoken, Hunter—17.
Nays—Scully, Cotton, Williams, Graham, Kennedy, Forster, Home, Sword, Kidd, Macpherson, Kellie—11.

World Apr 17-97

When the adjourned debate on the Loan Bill was called.

Mr. SWORD, in explanation, said he wished to correct a statement in the Colonist. He did not say, as reported, that he would consider it necessary to consult his constituents before voting for the Coast-Kootenay Railway; what he did say was that he as fully in accord with his constituents in being opposed to the British Pacific, and even if he changed his views on that matter he could not support a bonus to the British Pacific or any part of it without their authority.

Mr. WILLIAMS saw in the bill the influence of the senior member for Victoria. The original bill as brought down by the Government might better have been called the Ritchie and Helms Aid bill instead of the Loan bill. It was highly to be regretted that the British Pacific (Bute Inlet and Quennelle road) had been introduced into the measure. The Government had been urged by many resolutions and deputations to help the coast line, but not a single deputation had waited on the Government to ask for aid for the Bute Inlet and Quennelle road, and neither had any resolutions in its favor been passed. As to the line to Penticton, he saw the necessity for that, but he thought the time was opportune for the Government to try and itself build such a line for the country. If the Government would not build the road they must take the responsibility of giving a bonus for \$4,000 per mile to a company. The country demanded the road and his own constituents were very anxious indeed for it to be built. He would vote for the second reading of the bill—hoping to amend it properly in committee—if it were not for the fact that he could not support the granting of money to the British Pacific, that aid being embodied in the bill he could not vote for the second reading.

Mr. BOOTH, dealing with the remarks of the last speaker against the Bute Inlet and Quennelle road, said in his opinion it would be a good bargain to get a road into Cariboo for \$1,000,000. The land cost just now, but as soon as a railway was run through the value would largely increase. The hon. member for Vancouver (Mr. Williams) might take his own advice by Mr. Ritchie and not be swayed by local considerations. The bill was well safeguarded in the interests of the public. The fact that no money was to be paid until the roads were built was an ample security. As to the cry from the Opposition for State ownership of lines, he felt that if it were found to be desirable for the Government to undertake the building of railways the proper place to inaugurate such a policy was at Ottawa and not at Victoria, as the Dominion had control of all railways. Moreover, so long as the through railways were in the hands of corporations any local lines must submit to such terms as these lines were willing to allow. If the Government was to undertake the building of railways he thought that heavy taxation must follow at present. That was to say we now, for a possible benefit in the distant future, would be taxed severely. The present proposal by the Government was the best in his opinion. It was far better than State ownership and it secured the building of the proposed lines it would be a very good investment for the Province.

Dr. WALKEM was fully cognizant of the extreme importance of this matter of opening up the country by railways, and he would support the bill. He took it that the Government was actuated by the purest and best motives in bringing this matter down. With regard to two of these roads he was per-

fectly willing to give his support to them. If the branch between Penticton and Boundary was speedily completed, he believed the necessity for a direct road to Kootenay will disappear. He believed there was more in government control of roads. He would vote for the bill because he believed requirements of the Province demanded that connection with Kootenay, that connection with Penticton and Boundary, he thought, be built at a date, but he did not think the road would ever be constructed. A senior member for Vancouver, spoken of the four cities as being anxious for the Coast road. As far as Nanaimo was concerned, they only asked it built if the Government assumed the ownership. He regretted the Government had not placed a road towards building a road from Nanaimo to Alberni. The mineral wealth was as great as in any other district in the whole Province. He urged

some means should be taken to a railway ferry between Nanaimo and Vancouver.

Hon. Col. BAKER expressed his row at the poor position in which the Opposition found themselves with regard to this bill. They had organized all their forces against the bill when they discovered the tactical movement of the Government in bringing an amendment to the bill, they had hastily retreat, and got behind the cure fortress of the Government ownership of railways. Before this done they, in their attempts to something to say against the Government, diverged off into a variety of subjects. It was left for the hon. member for Delta (Mr. Forster) to what he asserted was the policy of the Opposition. He stated boldly that State ownership was what the Opposition included even so important a number as the hon. gentleman from Vancouver (Mr. Williams), were kneeled on the subject, however. He did not doubt that a good deal might be said from some points of view for State ownership of railways under certain conditions, but those conditions not apply to British Columbia at present time. The hon. member Delta (Mr. Forster) had quoted case of Australia and said that 1 cent was the annual loss sustained the State railways in the colonies Australia. He omitted to state losses they had sustained for many years until they were placed under commission. These losses amounted to an enormous sum. The hon. member had put down the loss on the Intercolonial to bad management. The Premier might have the bad management. If the Opposition got into power (Laughter.) The amendment, which the leader of the Opposition wished make recommended that a survey the country between Hope and Penticton should be made to see if there was an available route, and if so that should build the line between the coast and Boundary as public work. The opinion of all the Opposition was included in that amendment, and yet had the senior member for Vancouver and the hon. member for Delta, assuming the House that they knew the was a route through the mountains. Here, as before, the Opposition were at variance. Supposing they were to carry out the policy of the Opposition and build the line from the Coast Boundary as a Government work, they would have to borrow six or seven million dollars, putting down the cost of the line at \$30,000 per mile. That sum would have to be borrowed at 3 per cent with 1 per cent, sinking fund, which would give an expenditure for this road of about \$280,000 per annum out of a revenue of one and one-quarter millions. There could be no doubt that the policy as it stood was the best one. The Government wanted to have a progressive railway policy, not a policy of timidity. There was a demand, almost an agitation, for what might be called two great trunk lines—the one from Bute Inlet to Quennelle and the Coast-Kootenay line. The first-named line would run not alone through a rich mineral country, but through a splendid dairying country. The Government knew by experience of the rapid development of Kootenay that the introduction of railways would benefit a country where minerals were known to be. Kootenay owed much of its rapid rise to its opening up by railroads, and that result had assisted the Government in introducing this bill. Hon. gentlemen opposite admitted that it was the duty of the Government to step in and take their fair share of the expenditure in opening up the country by means of railway communication to the sources of wealth—the mining centres. It was unnecessary therefore to discuss that point. He also took it from the speeches of the Opposition that they agreed that the Dominion Government should assist in the ratio of 2 to 1. The Government felt that if any railway obtained \$4,000 per mile from them the Dominion should pay \$8,000, making \$12,000 in all. There would then be no

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division follows:
Baker, Elbert, Pooley,
Rithet, Adams, Hoff,
Irving, Braden, Mac-
Flecken, Hunter—17.
Cotton, Williams, Gra-
Forster, Hume, Sword,
n. Kellie—11.

17-92
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naimo was concerned, they only wish-
ed it built if the Government assumed
the ownership. He regretted that
the Government had not placed a sum
towards building a road from Nanaimo
to Alberni. The mineral wealth there
was as great as in any other district in
the whole Province. He urged that

some means should be taken to assist
a railway ferry between Nanaimo and
Vancouver.

Hon. Col. BAKER expressed his sor-
row at the poor position in which the
Opposition found themselves with re-
gard to this bill. They had organized
all their forces against the bill, but
when they discovered the tactical move-
ment of the Government in bringing in
an amendment to the bill, they beat a
hasty retreat, and got behind the in-
secure fortress of the Government own-
ership of railways. Before this was
done they, in their attempts to find
something to say against the Govern-
ment, diverged off into a variety of
subjects. It was left for the hon. mem-
ber for Delta (Mr. Forster) to state
what he asserted was the policy of the
Opposition. He stated boldly enough
that State ownership was that policy.
Some of the members of the Opposition,
including even so important a mem-
ber as the hon. gentleman from Van-
couver (Mr. Williams), were weak-
kneed on the subject, however. He did
not doubt that a good deal might be
said from some points of view for the
State ownership of railways under cer-
tain conditions, but those conditions did
not apply to British Columbia at the
present time. The hon. member for
Delta (Mr. Forster) had quoted the
case of Australasia and said that 1 per
cent was the annual loss sustained by
the State railways in the colonies of
Australia. He omitted to state the
losses they had sustained for many
years until they were placed under a
commission. These losses amounted to
an enormous sum. The hon. member
had put down the loss on the Intercol-
onial to had management. The Prov-
ince might have the had management
if the Opposition got into it.
(Laughter.) The amendment which
the leader of the Opposition wished to
make recommended that a survey of
the country between Hope and Pentle-
ton should be made to see if there was
an available route, and if so that we
should build the line between the coast
and Boundary as public work. The
opinion of all the Opposition was in-
cluded in that amendment, and yet we
had the senior member for Vancouver
and the hon. member for Delta assur-
ing the House that they knew there
was a route through the mountains.
Here, as before, the Opposition were
at variance. Supposing they were to
carry out the policy of the Opposition
and build the line from the Coast to
Boundary as a Government work, they
would have to borrow six or seven mil-
lion dollars, putting down the cost of
the line at \$30,000 per mile. That sum
would have to be borrowed at 3 per cent
with 1 per cent sinking fund, which
would give an expenditure for this one
road of about \$250,000 per annum out of
a revenue of one and one-quarter mil-
lions. There could be no doubt that
the policy as it stood was the best one. The
Government wanted to have a progres-
sive railway policy, not a policy of
timidity. There was a demand, almost
an agitation, for what might be called
two great trunk lines—the one from
Bute Inlet to Quesnelle and the Coast-
Kootenay line. The first-named line
would run not alone through a rich
mineral country, but through a splen-
did dairy country. The Government
knew by experience of the rapid devel-
opment of Kootenay that the introduc-
tion of railways would benefit a coun-
try where minerals were known to be.
Kootenay owed much of its rapid rise
to its opening up by railroads, and that
result had assailed the Government in
introducing this bill. Hon. gentlemen
opposite admitted that it was the duty
of the Government to step in and take
their fair share of the expenditure in
opening up the country by means of
railway communication to the sources
of wealth—the mining centres. It was
unnecessary therefore to discuss that
point. He also took it from the speech-
es of the Opposition that they agreed
that the Dominion Government should
assist in the ratio of 2 to 1. The Gov-
ernment felt that if any railway ob-
tained \$4,000 per mile from them the
Dominion should pay \$8,000, making
\$12,000 in all. There would then be no

difficulty whatever in getting the ad-
vance of the money that might be re-
quired to build the roads. He thought
that was a business proposition. The
Bute Inlet and the Coast-Kootenay
lines would reach in all 560 miles, would
cost to the country \$2,240,000 on an an-
nual expenditure of less than \$50,000 for
50 years, and from our present experi-
ence the country would be more than
repaid that by the benefit received.
The second trunk line he had men-
tioned had been divided into two sec-
tions, one from Pentleton to Bound-
ary, and the other from Pentleton to
Boundary. Anybody could take up both of
those sections. The Government had
safeguarded the rights of the people by
saying they would not grant the sub-
sidies until the roads were built and by
retaining control over the rates. Until
the lines were built they did not incur
one single cent of responsibility and
when they were built, they obtained
railways in the cheapest possible form.
He might say that the Government's
policy had been a statesmanlike policy,
and one that was framed with due re-
gard to the interests of the public. The
policy was a thorough and a practical
one. They had the word of the Prime
Minister of Canada that his Govern-
ment would not assist any State owned
railway. That stopped the policy of
Government railways in this Province.
If hon. members opposite continued to
oppose this bill the Dominion might
seek that excuse to escape from the re-
sponsibility from aiding the railways.
If that happened, the Opposition must
take the blame; they must stand before
the people as having obstructed meas-
ures which would enable the country to
be opened up. He left the responsibility
on their shoulders, but hoped they
would make another change of front
and cordially support the bill. (Pro-
longed applause.)

Major MUTTER thought the policy
of the Opposition, which they so pro-
udly claimed to have discovered, was first
mooted in his own district of Cowichan.

Mr. SEMLIN: Don't go back on it.

Major MUTTER said he was in fav-
or of Government ownership wherever
possible, but here in British Columbia
the contour of the country was entire-
ly different to that of Australia and
New Zealand, and there are difficulties
here that they had not to contend
against in those colonies. To a certain
extent the Government would control
these proposed lines. Another point in
regard to State railways was that we
did not own the customs. That was a
most important fact to be remembered.
He would support the bill before the
House.

Mr. KENNEDY opposed the bill be-
cause of the aid to the "British Pa-
cific." He favored the Government own-
ership but was willing to take the next
best thing if they could not get that.
The proposed assistance to the Bute
Inlet was the entering wedge to the
British Pacific. The Premier had said
that anyone who voted against the bill
would lay himself open to condemna-
tion. He was willing to risk that while
the bill included the British Pacific. He
did not see why the Government should
not own railways just as municipalities
owned waterworks and street railways
and such like works.

Mr. GRAHAM objected to the bill be-
cause Mr. Heinze might get the con-

struction of the line between Pentleton
and Boundary. He was willing to ad-
mit that good would result from the
construction of that line. He was
strongly in favor of the State building
the railways. He would vote against
the measure.

Hon. Mr. POOLEY remarked that he
had not heard one word from the Op-
position which in his opinion would
carry weight in the country against the
Government. On the subject of Gov-
ernment control of railways he remark-
ed: "The member for Delta proposed
that the Government should build the
railways themselves, which proposition
was supported by certain members in
the Opposition, surely these hon. mem-
bers have not fully considered the mat-
ter. If the Government undertook to
build the railways mentioned in the bill
it would necessitate their going to the
money market to borrow a sum of six-
teen millions eight hundred thousand
dollars, which sum would impose a
charge of \$672,000 annually for some 49
years upon the revenues of the Prov-
ince. What does the bill brought down
by the Government propose? It will
secure the expenditure of this enor-
mous sum of money upon the railways
in this Province at the exceedingly
small charge upon the revenues of the
Province of \$75,000 per annum. The
hon. member for Delta brought forward
an argument in favor of the Govern-
ment building the railways that the
Australian Government had built their
own railways, and though they had
lost enormous sums of money upon
them for several years they had for
some few years past adopted the sys-
tem of placing the control of the rail-
ways in the hands of commissioners,
and that they were now losing in work-
ing expenses of 1 per cent. This Prov-
ince would have to pass through the
transition stage and lose a large sum

of money, but allowing that the loss in
working expenses was only 1 per cent,
it would entail a further charge upon
the revenue of \$150,000 per annum. The
Government working these roads would
be in a very different position from a
private company, as all parties using
the line, whether farmers, miners or
merchants would bring pressure to bear
on the Government to carry their pro-
duce, etc., at such a rate that the Gov-
ernment, or more correctly speaking,
the taxpayers of the Province, would
be called to pay up the full amount of
interest and sinking fund to the full ex-
tent, and would probably in addition
suffer a very serious loss in working
the road. If the Opposition were well
advised they would turn round and say
this was a good bill and vote for it. The
developments now going on in the coun-
try were such as to justify the expen-
diture of \$75,000 per year on such im-
portant works as these. (Cheers.)

Mr. ROGERS confined his remarks
principally to the Bute Inlet and Ques-
nelle bonus. He noticed that the Op-
position has accused hon. members on
the Government side of selfishness. There
was no selfishness among
those who supported the bill; the
selfishness lay rather with those who
spoke against a railway in to Cariboo.
It has been said that the railway would
go from nowhere to nowhere. On the
contrary it started at the Pacific coast,
where connection could be had with
the whole world, to the great Cariboo
district, which was one of the most im-
portant regions in the Province. Even
without a railway men of wealth were
seeking to open up and develop the
Cariboo region. What a great deal more
could be done with the proposed line
from Bute Inlet! Taking into consid-
eration the great benefits that must re-
sult to Cariboo and to the whole coun-
try by the railway bill he would give
his earnest support to the measure.

Mr. MACPHERSON spoke in favor
of State railways. He condemned the
action of the Government as diabolical
and mean.

Mr. SPEAKER said the language
was unparliamentary. The hon. gen-
tlemen could think that, or he could
speak it, outside the House, but not in-
side of it. (Laughter.)

Mr. MACPHERSON then read a tele-
gram received by Mr. Kennedy, in
which it was stated that the Premier
had telegraphed to the Mayor of New
Westminster as follows: "Telegrams
sent by the Premier saying, 'Op-
position members opposing bill provid-
ing subsidy Coast to Pentleton. There
is no British Pacific in this. They re-
quired \$240,000 annually, this is only
about \$30,000. Opposition action will
tend to prevent Dominion subsidy. In-
struct members before 3 o'clock Thurs-
day.'" Such a telegram, said Mr. Mac-
pherson, was a mean one. He had told
his constituents his views on this mat-
ter before he was elected, and if their
views had changed that was no reason
why his views should be changed. (A
voice, "Yes, it is.") He said no, and
he would not change his views but
would oppose the bill.

Hon. Mr. TURNER said: "Mr.
Speaker, I rise in explanation of the
telegram read by the hon. member. It
was my duty, sir, to send those tele-
grams to the parties who received
them for this reason: The mayors of
Vancouver and New Westminster and
representatives of the Boards of Trade
of both cities waited on the Govern-
ment the other day and urged a cer-
tain course with regard to these rail-
ways. I promised them I would an-
swer within a certain time. Then I
saw in the House yesterday that there
was a determination on the part of the
Opposition to twist the Government
bill and represent that it was one for
the British Pacific, which it was not,
and I telegraphed to those gentlemen
that the British Pacific scheme was
one requiring \$240,000 a year and that
the bill before the House, which in-
cluded the line from the coast to
Kootenay would only entail, if put
through complete, an expenditure of
\$75,000 a year. If this is the same po-
sition that was before the House
last year, I cannot see it. I simply put
the facts exactly before them. They
had the original bill before them when
here and it was my duty to telegraph
to them according to their request. I
have had some answers. I have had
one from New Westminster, signed F.
R. Glover, secretary, as follows: 'Fol-
lowing resolution was passed this af-
ternoon at meeting of citizens:—That
this meeting request Mr. Kennedy to
support the amended railway aid bill
as brought down by the Premier, only
objecting to car ferry stipulation until
car ferry is warranted by business,
and asking change of words 'English
Bluff' to 'English Bluff or navigable
harbor in vicinity.' I have also had
one from Chilliwack as follows: 'Chil-
liwack strongly favors Government
subsidy for direct line Vancouver and
Coast to Pentleton to connect with
lines to Kootenay. Markets must be
secured. (Signed.) S. A. Cawley and
23 others.' I have also received the
following from Vancouver: 'Resolu-
tion passed Board of Trade and City

Council requesting three city representatives support amended rail aid bill. Feeling here unanimous of bill as amended. (Signed.) J. McLaughlin.

Mr. SWORD, who claimed to represent Chilliwack in consequence of Kitchener's death, said he did not believe the telegram from Chilliwack presented the feeling of the people the riding who understood the true meaning of the bill. He did care how many telegrams were received from parties there.

Mr. FORSTER—I don't see why have had no telegram. (Laughter.) Mr. KENNEDY said the Premier yesterday mentioned the British Pacific in this connection. In spite of telegrams he would vote against the bill.

Hon. Premier TURNER—The gentleman in his excitement has kept to the truth. I never mention the British Pacific; the words passed my lips. I said eventually line into Cariboo might be a part of a transcontinental line. (Cheer.) That is what I said, and you are aware that it is perfectly true. This incident ended, the Speaker called 6 o'clock.

AFTER RECESS.

Mr. COTTON resumed the debate the railway bill. He said he had received a telegram from the Mainland practically the same as the one by Mr. Macpherson. He thought a telegram required him to say something. He gave a most emphatic denial to the statement that the Opposition now or at any time had been proposed to grant liberal subsidies railways to open up the Province. He challenged any hon. member to go from the speeches of the Opposition in contradiction to that. The point they took was, he admitted, in opposition to the Government, but their grievance was that while they were in earnest on this matter the Government was not. ("Oh!") The Opposition took the stand that the time came when it was necessary in the interests of the Province to subsidize railways. So far there was no difference in views between the Government and the Opposition, but when it came to the manner in which money was to be expended, they found an essential difference. The bill contained a policy, but was merely an attempt to pay out so much money indiscriminately. The Opposition thought they ought to strike out a line for Province, which would give the ways and also enable the Province only to retain some control over lines, but also to participate in the profit of the lines which the lines must secure. Dealing with the line from Bute Inlet to Quenelle, he pointed out that Mr. Rithet yesterday travelled over the country in his speech, and said "not one word about the British Pacific." He believed the best way to get into Cariboo was not from the coast at Bute Inlet, but from a point on the C. P. R. As to the declaration that there was no British Pacific in the bill, he declared that there had not been any British Pacific in it there would not have been anything about a Bute Inlet and Quenelle route. Turning to the rest of the bill, he said the two lines mentioned were not two pieces of one line from Boundary to the Coast. He admitted, though, if the road might be a very important one in opening up and developing the country and the commerce of British Columbia. He looked upon the road from Boundary to Boundary the most important piece of railway that could be built at the present time. If that short piece was built Boundary Creek would have a line of communication all rail, except on the Okanagan lake, with the C. P. R., and then with the Coast cities and also East Canada. The Opposition held strongly that that line must be built at once. If this piece of railway owned by the Government in any way they would be able to make it

ter terms than an individual company in regard to traffic rates. If the Province found money for railways it should retain an interest in them equivalent to the bonus. He did not want Mr. Henze or anybody else to get hold of the road between Boundary and Penticton, as it was the key to the position. The Government, he reiterated, should build the road.

Hon. Mr. BERTS said that this was one of the most important measures, if not the most important measure, that had been brought up for many years. Members of the House had been agitated over the style of adding railways adopted in different times and they had often been perplexed as to what was the best course to be adopted. The Government had attempted now to remove these perplexities. Before dealing direct with the bill he referred to aid bills already passed, and speaking particularly of the aid to the Shuswap and Okanagan Railway, which members of the Opposition had so adversely criticized. He firmly be-

lieved that the Province of British Columbia had indirectly benefited in no small degree by the guarantee to the railway. Indeed, he claimed that the Province had been compensated to the extent of 100 per cent. for the money they had to pay out for the endorsement of the bonds. The country through which the railway ran was 14 years ago sparsely populated, today it was a smiling valley. The proposition to help the Shuswap and Okanagan was still, in his idea, a first-class one. The public accounts might show that the Province was \$55,000 behind on that line, but taking into consideration the benefit which the line had been to the Province, he thought it would be allowed that we were \$50,000 or \$40,000 to the good. He firmly believed also, in regard to the Nakusp & Slocan, that the Province would never be called upon to pay a cent, while the Kaslo & Slocan line had opened up a magnificent mineral region. Passing to the present bill, he noted the objections to the Bute Inlet & Quenelle road and the suggestion that the lines into Cariboo should run from a point on the C. P. R. He could not see the advantage of that. Hon. members of the other side talked much about that being the best way of getting freight into the country. He submitted that that was a fallacious reasoning. The railway was not to be built for the taking of freight into Cariboo, it was for taking freight out of Cariboo. (Cheers.) The intention of the Government was to help the building of a railway in order to bring the mineral of Cariboo into a ready market. Just imagine the state of affairs if that mineral was brought only to say Ashcroft. It was still a long distance from the Coast, and it was absurd to argue that it would be in as good a position at Ashcroft as at Bute Inlet. The minerals had to be smelted, and it taken only to Ashcroft they would have to be sent on to Vancouver or some other point, while if taken to Bute Inlet they would be at a place from which smelters were easily accessible. They all knew perfectly well that there was talk of bringing Kootenay ore down to the coast even now, and there was hope of a smelter being built at Vancouver. He had every reason to believe that this latter would shortly be erected, and he hoped it would. Passing to the line from the Coast to Penticton, he submitted that the Government's proposition was a good business one. They knew perfectly well that the Government was alive to the fact that the Boundary Creek country must be opened as expeditiously as possible. The American lines were pressing towards that point, and in order to keep the trade of that important section of the country in British Columbia, the Government were desirous of encouraging the building of a line of railway from Penticton to Boundary. It was with the object alone of benefitting the country that the Government wished to pass this loan bill, and they specially desired to see this Penticton and Boundary road built quickly and expeditiously, if possible within two years. Ever since the bill was introduced the hon. gentlemen opposite had made trouble. First they did not want to discuss the bill at all, and then they raised the Government ownership cry. They knew perfectly well that that proposition was one that they would not go before the country on, and they knew that it was not feasible. Many of them had lived in the Eastern Provinces and knew that that policy was not feasible there. The proposition had not obtained in England or the United States, or any other part of Canada. It had obtained in Cape Colony where they started upon that proposition, but in a Province like this, where we had large railways now being carried on successfully, he submitted that no Government could possibly entertain such a proposal as State ownership. (Hear, hear.) The Province could not finance 560 miles of railway that would cost over \$16,000,000. He was satisfied that hon. gentlemen who were opposed to them with reference to this bill could never go before the people of British Columbia and say that the Government was in a position to go to the financial centres and borrow \$16,000,000 to invest in railways. They were going to do their best under the circumstances in the best interests of British Columbia. They had thought long, sincerely and earnestly on this subject and were desirous and hoped that the building of these lines with the subsidies from the Government would be to the great advantage of British Columbia. He thought the proposition as laid down in the bill would commend itself to the people of the country. He was satisfied that when the proposition came before the people of the country it

would be considered to crystallize all the views of the majority of the people, and he had therefore great pleasure in supporting the second reading. (Loud cheers.)

Mr. HELMCKEN went on to show how Canada owed no small part of her greatness to-day to British Columbia. Taking that as a text, he argued that the railway proposed by this bill would help the Dominion more than the Province. The Premier, he claimed next, was entitled to congratulation for bringing in the present bill, and he would no doubt be found to have a majority on the floor of the House when a vote was taken. It was their duty to assist the Government in carrying out its railway policy on the basis proposed. While he had no little sympathy for the objects contained in the amendment of Mr. Semlin, which was ruled out of order yesterday, he believed that the wisest and best course for the country to adopt was to take advantage of the opportunity presented by the Government for opening up the country by railways. He thought it would redound to the credit of the Opposition if they would join forces with the Government on this occasion. The Government were, he went on endeavoring, in the way they deemed best, to open up trade avenues in the Province, and they were entitled to open up the northern country as well as the southern part. In this connection he noted that attacks had been made upon the Bute Inlet and Quenelle route as being a part of the British Pacific, and he defended the suggested aid to that road. He gave the Government credit for the amendment they made in the bill in respect to the Coast-Kootenay line, but considered there was much in that part of the resolution adopted at the last railway meeting in the City hall suggesting that "in making arrangements with any private company the Government so word any charter granted that the road may become the property of the Government at a set date in the future, if required." He believed some such condition as this should be put in the measure. All hon. members must admit that they were anxious to do all they could for the development of the Province and he suggested, therefore, that they should all join hands and unite to make this measure as perfect as possible. (Cheers.)

The second reading of the loan bill was then agreed to by a vote of 17 to 11. Dr. Walkem came in the House too late to vote in favor of the measure. Mr. Kellie voted with the Opposition, as will be seen from the division list which follows:

Ayes—Turner, Baker, Eberts, Pooley, Martin, Bryden, Rithet, Adams, Huff, Rogers, Booth, Irving, Braden, Macgregor, Mutter, Helmcken, Hunter—17. Nays—Semlin, Cotton, Williams, Graham, Kennedy, Forster, Hume, Sword, Kild, Macpherson, Kellie—11.

An act to amend the Nelson and Fort Sheppard Railway Subsidy act, 1892, was brought down by message and was read a first time after formalities. The act extends for six months after the passage of this act. The Nelson and Fort Sheppard Railway Subsidy act, 1892, for designating and surveying the lands to be granted to the Nelson and Fort Sheppard Railway company, in pursuance of the said section, is hereby extended for six months after the passage of this act.

Mr. Hume presented a petition from Fort Steele in favor of the Crow's Nest Pass railway running in through the Pass to Kootenay; received.

Mr. Macpherson asked the Chief Commissioner of Lands and Works: "What authority have the agents of the Nelson and Fort Sheppard Railway Company for collecting stampage from free miners on the Nelson and Fort Sheppard land grant?" Hon. Mr. Martin, in reply, said: "No authority."

The Bedlington and Nelson Railway bill was read a second time and was then considered in committee. It was reported with amendments.

The House adjourned at 11:05 p. m. till 2 p. m. on Easter Monday.

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Mr. Sword rose to explain some remarks of his which had been misunderstood by the hon. member for Cariboo (Mr. Adams). He had not said that he would have to consult his constituents before voting for or against the Coast-Kootenay line. What he had said was that he was fully in accord with his constituents in the matter of not voting a subsidy to the British Pacific and he had seen no reason to change his opinion.

Mr. Williams said that he would not detain the House long, a few minutes would suffice for what he had to say. This matter had been already lifted. The Government should, he thought, have brought down a more definite policy. To discover the real policy of the Government at this time look at the original bill. The change suggested was entirely due to outside pressure that had been brought to bear, and he felt bound to say that that influence had

been in the proper direction. The policy of the Government on this bill, or any other bill, was the limit of the forbearance of its supporters.

Hon. Mr. Turner: "Hear, hear." Mr. Williams: "Your policy so far has been not to lose the influence of any of your supporters." That was the procedure, whether the Government was in the right or wrong, in the lines laid down by them. So far as the necessity for building railways to open up an area in developing the country went he was thoroughly in accord with the Government. He did differ, however, as to what railways should be built, and as to how those railways should be built. One thing was apparent, the hand of the honorable, the senior member for Victoria (Mr. Rithet), was so strongly impressed upon the bill that there was no mistaking the source from which it had emanated.

Hon. Mr. Turner: "He never saw the bill."

Mr. Williams said that the hon. the Premier said that the hon. member for Victoria had never seen the bill, but no great stretch of imagination was required to suppose that the honorable, the Premier, knew exactly how far he could go without losing the support of that hon. member before he introduced this bill. It appeared to him that while the Government now appeared fully alive to the necessity of building a through line from the Coast to Kootenay, their original conception of a railway policy had only contemplated the building of a broken chain of road from the Coast to Chilliwack. Then there was a line of about 100 miles in length from Penticton to the Boundary. Now, what did the Government further do? Why they proposed a subsidy for a line, 230 miles in length, from the Coast into Quenelle, showing that they proposed that aid and very extensive aid should be given. Yes, more aid was to be given to that portion of the British Pacific than to all the other roads put together. Their original policy had been altogether on a wrong basis, evincing no desire to treat the southern portion of the road equitably. Now it appeared that the first proposition of the Government was not their policy at all. The bill as it originally stood, ought to be called the "Rithet and Henze Aid Bill." It could only benefit the roads controlled by those two gentlemen, because the road from the Coast to Chilliwack could not be built as a paying concern by any company on the subsidy granted.

It was a matter to be deeply regretted that the British Pacific had ever been introduced into this bill. There was no doubt whatever that the other road was necessary—say, of vital importance—a fact shown by the number of documents and resolutions of public meetings passed in its favor in the coast cities and by the municipalities along the Fraser. There was an entire absence of any expression of popular sentiment in favor of the road, or of granting aid to the building of a road from Bute to Quenelle—with one exception there was no desire expressed for its construction. Who was the exception? The hon. the senior member for Victoria (Mr. Rithet). He had no knowledge of even a single resolution urging the Government to give aid to that portion of the road, nor any document having that end in view. Surely, if that road was of such paramount importance there would have been some resolutions from public meetings, or at least some documents drawn up in its favor. The mere fact that there was not a single one showed that the hon. member for Victoria (Mr. Rithet) was the mainpring behind this whole proposition. The Government knew perfectly well that their proposition if carried out would give to that hon. member a good slice of the loan. Otherwise the Government would not have the hon. member's support in giving aid to these other roads. He said that advisedly.

Hon. Mr. Turner—"Not advisedly."

Mr. Williams—"Yes, the hon. member in question is too eager in protection

of local interests to act otherwise." He certainly had tried to make out, that he was above local feeling, and that he was trying to get a road built that would be of benefit to the whole country. What objection then could he have to the construction of the Victoria, Vancouver, and Eastern Railway? The hon. member here read from the "Colonist" an extract from Mr. Rithet's

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of local interests to act otherwise." He certainly had tried to make out that he was above local feeling, and that he was trying to get a road built that would be of benefit to the whole country. What objection then could he have to the construction of the Victoria, Vancouver, and Eastern Railway? The speaker then read from the "Colonist" an extract from Mr. Hishett's

MR. BOOTH would not keep the House long. He severely criticised the speech of the last speaker (Mr. Williams) and asked if it would not be worth the while of the Province to get a road into Cariboo for \$1,000,000. He was prepared to sustain the bill as it was a step in the right direction. At all events if they could not get these roads built upon the lines laid down the Province was not in a position to go further.

MR. KENNEDY said that he did not propose to cast a dissent vote on this question. The Government seemed to think that no man should dare to oppose anything that touched on the British Pacific. For the very reason that that road was favoring this measure he would oppose the bill. Personally, he was in favor of Government ownership of railroads, but if he could not get that, he would take the next best thing. Taking the bill as it stood he was convinced that his constituents would not be agreeable to it. That election this very same matter had been the deciding influence on the return of many candidates. The Government of the day had ridden into power on the cry of the "British Pacific." There was no need to talk about it—it was a well-known fact. Some people thought that the end justified the means, and many members had swallowed the British Pacific to get some trifling favor for their constituents. In his constituency the proposition was to get a bridge across the Fraser. But his constituents sustained him when he opposed the British Pacific. This was simply the initial wedge of the British Pacific which they were now considering. The House had been so informed by the Premier himself. When the business of the country demanded it, he had no doubt but that this road would be built, but the business of the country had not yet attained sufficiently large proportions. When the C. P. R. had been built there had been propositions made at either end, but nothing was being done with reference to the Alaska coast.

had been heard last year about a little piece of this road known as the Great Central or Great Western Central, which started beyond Granton and went some 50 miles or so. That was now in the hands of the receivers. In his opinion the Government in its present financial position had no business whatever to build this road—it was entirely out of the question. If they would just turn to the essential part of last year they would find that this was practically a proposition to build the portion of the British Pacific from Buta Inlet to Quenelle. They proposed to begin to build at the head of Waddington Harbor and construct the road to Quenelle. There were 15 miles at a cost of \$100,000 a mile and \$1 at \$20,000, and the balance would cost from \$20,000 to \$30,000 a mile. Of that amount they proposed to contribute \$4,000 a mile and the Dominion Government was to contribute \$8,000 a mile. When the rest of the cost was to come from he did not know. The total cost would be \$321,000 at least to get a road from Waddington Harbor to Quenelle, and even then they would be 60 miles from Barkerville. How they expected such a road to pay he did not know. Now with regard to the land near Waddington Harbor, Mr. Devereux in his report stated that it was closed as settlement or eliminated from purchase as about 60 miles of trail would have to be cut before pre-emption could be taken up. The land for six miles back from the shore line had been grabbed by speculators. Who they were, he did not know, but he understood that the senior member for Victoria (Mr. Ritchie) and some of his friends were large owners. Mr. Ritchie rose to contradict emphatically that he owned one single acre in that neighborhood.

Mr. Kennedy: "I only said I was told so."

Mr. Ritchie: "You should 'know' before you make such statements."

Mr. Kennedy: "I only said I was told so, at all events the land is tied up and held for speculation by someone."

Hon. Mr. Martin: "No sir."

Mr. Kennedy: "Will you say that no land is held in that district for speculation that has been secured from the Government? The tying up of land was one of the ways which tended to retard the settlement of the country while we were waiting for the British Pacific scheme. The land in this district, at least according to Dr. Dawson, was only fit for grazing purposes and useless for farming. How a railway was to be made to pay running through a grazing country solely, he could not understand. What the Government wanted to do was to bring the country and produce together. The hon. the Premier had said that if they voted against this measure they would bring upon themselves the condemnation of the country. For his part, he would do so and stand the condemnation if the country did condemn them for voting against the Loan Bill with the British Pacific tacked to it. The

Government had been supposed to bring this bill down after carefully considering the matter in all its bearings. Apparently they had not done so. The last proposition called for an expenditure of \$1,600,000 and now they had brought down an amendment which carried the expenditure up to \$2,240,000 so one could conclude that they had not considered the matter fully at first. There was one thing he wished to call attention to merely as a point of order if he could not do so in any other way. The senior member for Victoria (Mr. Ritchie) had read his speech from manuscript. That was against parliamentary procedure, and he should certainly protest if such a thing happened again. He doubted very much if those people who clamored for the British Pacific had ever studied out this matter on the map. Did they realize that at the head of Buta Inlet they were further west than at Victoria, and a line from there to Victoria would have to follow W. and S. E. some 300 or 400 miles to get to Victoria.

Mr. Ritchie: "No."

Mr. Kennedy: "Well perhaps not quite that. I do not know the distance." (Laughter.)

Mr. Cotton: "280 miles."

Mr. Kennedy: "It is immaterial, it would take many days to cover by railway at all events." Another thing was that if this railway was built, a town would spring into existence at the head of Buta Inlet which would overshadow Victoria and be a greater rival to our own Vancouver.

Hon. Mr. Turner: "A good thing too."

Mr. Kennedy: "Aye, but the time is not yet ripe. The people of Victoria had better consider this question in all its bearings before they go in for this railway scheme. If they did not do so, they would hurt themselves. There was a very great object in getting to the Orient and the majority of people would not go round by Vancouver Island if a shorter route were available. Some of these people who talked about what an immense advantage to Victoria this road would be should study the map and then they would have ground to change their opinion. He could not see why the Government should not open up opposite railways in the same manner that municipalities owned their own gas works, tramways, etc. Take the City of Glasgow. All its taxes were paid by the profits accruing from its public institutions. However, he would vote for no bill that had the British Pacific proposition tacked to it. Otherwise he might have supported the bill, but with that proposition attached he could not support it. (Applause.)

Hon. Mr. Baker: "That is a question to be settled in committee."

Mr. GRAHAM intended to vote against the bill. The Boundary and Penitence line affected his district very materially. He objected to the proposals in the bill inasmuch as Mr. Heise might get the construction of that road. His constituents were, and he was himself, of the opinion that local jealousies should be not made and this matter looked at from the point of the greatest good to the Province. With or without this bill roads would be built into the district. He was of the opinion that Mr. Heise would build this road with or without assistance. He was in favor of the state building this railway as he was of the opinion that the Government would never again have so good a chance to get into a paying scheme. He proposed to oppose the bill, but would let the make the Penitence to Boundary Creek line a Government undertaking, as should have pleasure in supporting the Government.

HON. MR. POOLEY had been endeavoring to find out whether the Opposition had any real objection to offer to the proposals of the Government as embodied in this bill. He would not agree that it would be advantageous to the Government if they were to attempt to construct these roads. If all these railways were built by the Government it would involve an expenditure of \$18,800,000, and even if they ran them on the same conditions as existed in Australia where there was state ownership of railways, they would have to see them lose 1 per cent. He would support the bill.

MR. ROBERTS strongly advocated the claims of Capetown to a railway. He held that when a railway would tend to the general advancement of the Province, he should support the bill.

MR. MACPHERSON said the whole country had been disappointed in what the Premier had called a bold policy. The Opposition were not opposing this bill because they did not consider these roads necessary. The Province, in conjunction with the Dominion should build and operate these roads themselves. The hon. the President of the Council had said it would cost an enormous amount to build these roads. He, however, failed to take into consideration the returns from these undertakings. Did he seriously contemplate giving \$4,000 a mile to undertakings that he had no hopes of ever making any return? If that was so, then he was not doing his duty to the Province. The members of the Government apparently took the stand that if they were \$4,000 a mile, the Dominion Government would give \$8,000. He was of the opinion that these roads if operated, built, and controlled by the Province would at all events pay their way. Ownership of roads by the Province was also exclusive to the establishment of a certain freight rate. The Province had already decided away over 17,000,000 acres of land to aid railway construction, and it was now proposed to build railways to the extent of \$4,000 a mile. What guarantee had they that the residents of this house would not bond the road for a sum in excess of its cost. The Government had not advanced the interests of the Province. Canada was the only country that had not refused back-bone to build and operate its own railways, and most of them were paying concern.

ways, and most of them were paying concern.

Mr. Kellie: "No."

Mr. Macpherson—On what authority does the hon. member for West Kootenay say "no"? He could not have conscientiously gone into this question, or he would not have said that. He had a statement in this connection which he proposed to lay before the House. In Cape Colony the Government were making the ownership of railways a paying thing for the State. Why cannot they do the same?

Major Mutter—Why?

Mr. Macpherson—Because the hon. gentleman like the member for Cowichan-Alberni (Major Mutter) will not try. (Laughter.) Let us take a bold stand and imitate the other colonies. If we pursued the present policy the prospects were not any too bright. Notwithstanding the vast amount of money and lands we had given, we were not getting the returns that the Colonies who operated their own roads were getting. There was but little doubt as to which was the most beneficial. The Premier had said there was no British Pacific in this bill. He was only trying to mislead people in this regard. He had said that the Opposition were opposed to this road from the Coast to Penitence. The Opposition were not, but they did oppose the building of another through line upon us for the benefit of the C. P. R., who were in as good a position to avail themselves of the \$4,000 a mile as anybody else. Why was there no mention of the Vancouver, Victoria and Eastern? He strongly condemned a telegram which had been sent to the towns of the interior from the Coast. When opportunity arose to dispose of these charters, we should see that they did not fall into the hands of the C. P. R. and thus increase the monopoly which this company had already over the Province. What his constituents would think he well knew. He had pledged himself before election to a certain course, and he was not convinced that those who returned him to the House had changed their views. He thought the country would see it in the same light as the Opposition. When this bill reached the committee stage, he would endeavor to modify it somewhat in order to safeguard the public interest.

Mr. Macpherson then read a telegram received by Mr. Kennedy, in which it was stated that the Premier had telegraphed to the Mayor of New Westminster as follows: "Telegram been sent by Premier saying, 'Opposition members opposing the bill providing subsidy Coast to Penitence. There is no British Pacific in this. They required \$340,000 annually, this is only about \$80,000. Opposition action will tend to prevent Dominion subsidy. Instruct member before 3 o'clock Thursday.'" Such a telegram said Mr. Macpherson was a mean one. He had told his constituents his views on this matter before he was elected, and if their views had changed that was no reason why his views should be changed. (A voice: "Yes, it is.") He said no, and he would not change his views but would oppose the bill.

HON. MR. TURNER said: "Mr. Speaker, I rise in explanation of the telegram read by the hon. member. It was my duty, sir, to send those telegrams to the parties who received them for this reason: The Mayors of Vancouver and New Westminster and representatives of the boards of trade of both cities waited on the Government the other day and urged a certain course with regard to these railways. I promised them I would answer within a certain time. Then I saw in the House yesterday that there was a determination on the part of the Opposition to oppose the Government bill and represent that it was one for the British Pacific, which it was not, and I telegraphed to those gentlemen that the British Pacific scheme was one requiring \$240,000 a year and that the bill before the House, which included the line from the Coast to Kootenay would only entail, if put through complete, an expenditure of \$78,000 a year. If this is the same proposition that was before the House last year, I cannot see it. I simply put the facts exactly before them when here and it was my duty to telegraph to them according to their request. I have had some answers. I have one from New Westminster, signed F. R. Glover, secretary, as follows: "Following resolution was passed this afternoon at meeting of citizens: 'That this meeting request Mr. Kennedy to support the amended railway bill which was brought down by the Premier, only

objecting to car ferry stipulation in car ferry is warranted by business, asking change of words. 'English B. to English B. or navigable harbor vicinity.'" I have also had one from Chilliwack, as follows: "Chilliwack strongly favors Government subsidy direct line Vancouver and Coast to Penitence to connect with lines to Kootenay. Markets must be secured. (Signed) S. A. Cowley and twenty-three others. I have also received the following from Vancouver: "Resolution passed Board of Trade and City Council requesting three City representatives support amended railway bill, as amended. (Signed) J. C. McLagan."

Mr. Sward, who claimed to represent Chilliwack in consequence of Mr. Kitson's death, said he did not believe the telegram from Chilliwack represented the feeling of the people of the riding who understood the true inward meaning of the bill. He did not care how many telegrams were received from parties there.

Mr. Forster—I don't see why I had no telegram. (Laughter.)

Mr. Kennedy said the Premier yesterday mentioned the British Pacific in the connection. In spite of telegrams I would vote against the bill.

Hon. Premier Turner—The hon. gentleman in his excitement has not kept to the truth. I never mentioned the British Pacific; the words never passed my lips. I said eventually the line in British Columbia might be a portion of a transcontinental line. That is what I said, and you are quite aware that it is perfectly true.

This incident ended, the Speaker called 6 o'clock.

After recess, on the Speaker taking the chair at 8.15 p.m., Mr. Williams, dealing with the telegram matter, quoted portion of the speech of the hon. the senior member for Victoria (Mr. Ritchie) tending to show that it was proposed to give aid to a line that had already received land grants, and that it was a portion of the British Pacific.

MR. COTTON said that the Opposition's objection to the bill was based chiefly on two grounds. First, it had not yet been established that the Buta Inlet route was the best to open to Cariboo. Some point on the Canadian Pacific line was nearer and would enable the road to be constructed more cheaply. The people of a large portion of the Province are strongly opposed to the British Pacific scheme, of which this was but a small piece. At the present time the Province was not in a position to become pledged to a scheme the completion of which would require an enormous sum. At the last election the Opposition members were pledged to oppose the British Pacific under any circumstances if financial aid were required and the constituents had never with drawn that pledge. Then the Opposition objected to the bill because while it gave a large sum to the promoters the Province received nothing in return. The Government proposed to give \$4,000 per mile on the supposition that the Dominion gave \$8,000 more. On the strength of this sum it expected that the companies could bond the roads to sufficient to build them, and the Province could do the same. What the President of the Council said about the Province being unable to expend millions had nothing to do with the Opposition's proposal. The latter did not necessarily involve the Provincial expenditure of one dollar more than the bill proposed. Take the President of the Council's statement that the road's average cost will be \$80,000 per mile. The Province gives \$4,000 and the Dominion \$8,000 of this. Then the company borrows \$18,000 of the security of the line. The bondholder has no security but the value of the road. If the Province were substituted for the company no more liability would attach to it than under the Government's plan, and it would give no more than \$4,000 per mile. Capitalists would lend money on the security of a road owned by the Province as freely as if a company owned it, probably more so. In the case of the road not proving profitable the Province would be under no more obligation than under the Government's plan. It would have advanced \$4,000 per mile, nothing more. But if the road be successful the Province would have as assets the equity in the property represented by \$18,000 per mile, the amount of the Provincial and Dominion subsidies, instead of the company, and certainly this matter was of great value to the taxpayers. On the

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other hand, if the Province decided to guarantee the bonds on the small sum required for the Pentiction section it would sell them for 20 per cent. more than a company could. The road from Pentiction to Boundary Creek was the most important of the three mentioned in the bill. Provincial interests demanded its immediate construction, which was only possible if the Government build it as companies required time to make financial arrangements and a year would be lost.

That piece of road is the key to communication between what will be the largest mining district and the coast. By its construction communication will be opened with the coast over the Shuswap and Okanagan line while the direct line was being built, and then it would have two lines to send its traffic over. If the Government is to exercise control over freight rates it must own that line. Otherwise it would be impossible. There is an opportunity now to inaugurate a railway system for the Province which would tend more than anything else to develop the country. But the Government's proposal is not to do that. It was crude and not properly considered. This was seen by the fact that as amended by the Premier Vancouver would have no communication with the direct line if the subsidy was to be secured.

Mr. Cotton then dealt with the remarks of the different supporters of the Government, and showed that they did not attempt to criticize the Opposition's proposal that without a dollar more expenditure or liability than it would have under the Government's scheme the Province would own the line subject to the bonded debt on them, and at the same time be able to control rates and terms in favor of the people. Even the people of East Yale, who are so greatly interested in the Pentiction section of the line, had written to their member, Mr. Graham, to oppose the bill as it was not in the interests of the whole Province. That was an example of public spirit deserving of notice.

HON. MR. EBERS took issue with those who thought the line into Cariboo should start from a point on the C. P. R. instead of on the coast. He could not see the advantage of that. Hon. members of the other side talked much about that being the best way of getting freight into the country. He submitted that that was a fallacious reasoning. The railway was not to be built for the taking of freight into Cariboo, it was for taking freight out of Cariboo. (Cheers.) The intention of the Government was to help the building of a railway in order to bring the mineral of Cariboo into a ready market. Just imagine the state of affairs if that mineral was brought only so way Ashcroft. It was still a long distance from the coast, and it was absurd to argue that it would be in as good a position as Ashcroft as at Bute Inlet. The minerals had to be smelted, and if taken only to Ashcroft, they would have to be sent on to Vancouver or some other point, while if taken to

Bute Inlet they would be at a place from which smelters were easily accessible. They all knew perfectly well that there was talk of bringing Kootenay ore down to the coast even now, and there was hope of a smelter being built at Vancouver. He had every reason to believe that this latter would shortly be erected, and he hoped it would. Passing to the line from the Coast to Pentiction, he submitted that the Government's proposition was a good business one. They knew perfectly well that the Government was alive to the fact that the Boundary Creek country must be opened as expeditiously as possible. The American lines were pressing towards that point, and in order to keep the trade of that important section of the country in British Columbia, the Government were desirous of encouraging the building of a line of railway from Pentiction to Boundary. It was with the object alone of benefitting the country that the Government wished to pass this loan bill, and they specially desired to see the Pentiction and Boundary road built quickly and expeditiously. If possible within two years. Ever since the bill was introduced the hon. gentlemen opposite had made trouble. First, they did not want to discuss the bill at all, and then they raised the Government ownership cry. They knew perfectly well that that proposition was one that they would not go before the country on, and they knew that it was not feasible. They of them had lived in

that country and knew that that policy was not feasible there. The proposition had not obtained in England or the United States, or any other part of Canada. It had obtained in Cape Colony, where they started upon that proposition; but in a Province like this, where we had large railways now being carried on successfully, he submitted that no Government could possibly entertain such a proposal as state ownership.

MR. HELMCKEN complimented the Opposition in general and Mr. Cotton in particular on the way they had criticized the bill. He went on to show how Canada owed no small part of her greatness to-day to British Columbia. Taking that as a text, he argued that the railway proposed by this bill would help the Dominion more than the Province. The Premier, he claimed next, was entitled for congratulation for bringing in the present bill, and he would no doubt be found to have a majority on the floor of the House when a vote was taken.

It was their duty to assist the Government in carrying out its railway policy on the basis proposed. While he had no little sympathy for the objects contained in the amendment of Mr. Semlin, which was ruled out of order yesterday, he believed that the wisest and best course for the country to adopt was to take advantage of the opportunity presented by the Government for opening up the country by railways. He thought it would redound to the credit of the Opposition if they would join forces with the Government on this occasion. The Government were, he went on, endeavoring, in the way they deemed best, to open up trade avenues in the Province, and they were entitled to open up the northern country as well as the southern part.

The second reading of the bill was agreed to by a vote of 17 to 11. Mr. Kellie voted with the Opposition, as will be seen from the division list which follows:

Ayes—Turner, Baker, Eberle, Pooley, Martin, Bryden, Rithet, Adams, Huff, Rogers, Booth, Irving, Braden, Macgregor, Mutter, Helmcken, Hunter—17.

Nays—Semlin, Cotton, Williams, Graham, Kennedy, Forster, Hume, Sward, Kidd, Macpherson, Kellie—11.

An Act to amend the Nelson and Fort Sheppard Railway Subsidy Act, 1892, was brought down by message and was read a first time after formalities. The Act enacts as follows: The time limited by section 14 of the Nelson and Fort Sheppard Railway Subsidy Act, 1892, for designating and surveying the lands to be granted to the Nelson and Fort Sheppard Railway Company, in pursuance of the said section, is hereby extended for six months after the passage of this Act.

Mr. Hume presented a petition from Fort Steele in favor of the Crow's Nest Pass Railway running in through the Pass to Kootenay. Received.

Mr. Macpherson asked the Chief Commissioner of Lands and Works: "What authority have the agents of the Nelson and Fort Sheppard Railway Company for collecting stumpage dues from free miners on the Nelson and Fort Sheppard land grant?"

Hon. Mr. Martin in reply, said: "No authority."

The Bedlington and Nelson Railway bill was read a second time and was then considered in committee. It was reported with amendments.

The house adjourned at 11.05 p.m. till 2 p.m. on Easter Monday.

NOTICE OF MOTION.

Mr. Smith—To strike out all the words after the word "from" in line one of the Loan Act and insert the words "Ashcroft to Forks Quennelle, approximately 195 miles."

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Mr. Smith moved—That it be an instruction to the Committee to consider the following amendment to sub-section (b) of section 8:—
To strike out all the words after the word "from" in line one and insert the words Ashcroft to Forks Quesnelle, approximately one hundred and ninety-five miles."
The motion was negatived on the following division:—
YEAS:
Messieurs
Kennedy, Kidd, Semlin, Smith,
Hume, Seward, Cotton, Stoddart—11.
Macpherson, Williams, Graham,
NAYS:
Messieurs.
Huff, Turner, Pooley, Hunter,
Kellie, Martin, Eberts, Irving,
Mutter, Rithet, Bryden, Braden,
Helmcken, Adams, Rogers, McGregor—17.
Baker,
The Bill was then committed, with Mr. Stoddart in the Chair.
Progress reported.
Committee to sit again this evening.
Mr. Speaker left the Chair at 6 o'clock.

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HALF-PAST SEVEN O'CLOCK, P. M.
House again in Committee on Bill (No. 54) intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works."
Progress reported.
Committee to sit again to-morrow.
Bill (No. 64) intituled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was read a second time.
To be committed to-morrow.
Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.
And then the House adjourned at 10:20 o'clock, p. m.
D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

By Mr. Kellie—On Wednesday next—Question of the Hon. the Attorney-General—
Is the coal in the B. C. Southern Land Grant subject to the royalty mentioned in section 97, Chap. 66, Consolidated Statutes, 1888?
By Mr. Hume—On Wednesday next—Question of the Hon. the Chief Commissioner of Lands and Works—
Have the Columbia and Western Railway Company adopted the tramway from Trail to Rossland as one of the sections of their railway, as authorised by section 38 of their Act?
Mr. Hume to move, on consideration of the Report on Bill No. 48 (Bedlington and Nelson Railway), to add after section 18 the following:—
"Provided, however, that no branch or extension shall exceed twenty miles in a direct line from the said line of railway."
Mr. Rogers to move, in Committee of the Whole on Bill No. 59 (Wide Tire Act), to strike out section 4 and insert the following in lieu thereof:—
"4. The provisions of the said Act shall not come into force in that portion of the Province situate east of the Cascade Range of Mountains until the 1st day of January, 1899."
Mr. Stoddart to move, on consideration of the Report on Bill No. 54 (Loan Act), to add to sub-section (a) of section 8 the following:—
"Such railway shall, subject to the floating of bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, and such further subsidy as may be contributed by the Dominion, be built by the Government as a public work."
To strike out sub-section (b) of section 8.
To add to end of section 8:—
"Any money hereby authorised to be granted in aid of any of the sections herein mentioned shall be used by the Government, together with what additional grant may be obtained from the Dominion Government, in constructing such railway as a Government work, the balance required for such construction to be obtained from the sale of bonds secured on the railway to be built, without any Government guarantee: Provided, however, that should the average cost per mile of any of the railways be, on examination, estimated to exceed \$25,000, the Government shall not be authorised to expend any part of the subsidy herein granted until further authority is obtained from the Legislature."
To insert at the end of sub-section (a):—
"Any lands so reserved and excepted shall be liable to taxation on such reservation and exception in the same manner as lands alienated."

4 19TH APRIL. 1897
To insert as sub-section (b):—
"(b.) In the case of the line from Penticton to the Boundary Creek District being built by a company entitled to a land grant for the construction of such line, the subsidy herein authorised shall only be paid to such company on its giving up its claim to the land grant for such portion of its line."

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Mr. Stoddart said if the house passed such a resolution, the Dominion government would likely tell them to mind their own business.
Major Mutter stated that he did not want the Dominion to interfere in provincial affairs, and therefore would refuse to vote for a resolution which dealt with a Dominion matter.
Mr. Helmcken closed the debate and the resolution was defeated on the following division:
AYES—Hume, Kellie, Helmcken, Turner, Martin, Rithet, Adams, Eberts, Bryden, Rogers, Braden, Macgregor—12.
NOES—Kennedy, Macpherson, Kidd, Stoddart, Williams, Semlin, Cotton, Graham, Smith, Mutter, Stoddart, Pooley, Hunter, Irving—14.
PUBLIC LANDS.
Mr. Stoddart moved and Mr. Hume seconded, "That in requiring a declaration from the surveyor who surveyed land for an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the legislature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase." The debate was adjourned.
RAILWAY AID BILL.
Before the house went into committee on the railway aid loan bill, Mr. Stoddart moved that it be an instruction to the committee to consider the following amendment to sub-section (b) of section 8: "To strike out all the words after the word 'from' in line one and insert the words 'Ashcroft to Forks Quesnelle, approximately one hundred and ninety-five miles.'"
Mr. Stoddart said that to build the road from Ashcroft to Cariboo would suit the purpose of the Cariboo district far better than a road from Bute Inlet to Quesnelle. As machinery and other necessities for the Cariboo mines were brought from the East, the distance would be very much shortened by the road from Ashcroft to Cariboo. The road from Ashcroft to Quesnelle would run through a comparatively level country. It would cost about \$5,000,000, while the road from Bute Inlet to Quesnelle would cost \$14,000,000.
Mr. Stoddart said the object of the amendment was to carry out what the government declared was its intention—to give railway communication to Cariboo. The plan embodied in the bill was not such as would likely afford railway communication to Cariboo.
The motion was then defeated on the following division:
AYES—Semlin, Williams, Cotton, Kennedy, Hume, Graham, Stoddart, Kidd, Macpherson, Smith, Stoddart—11.
NOES—Pooley, Eberts, Bryden, Rogers, Huff, Irving, Braden, Macgregor, Baker, Turner, Martin, Rithet, Adams, Mutter, Helmcken, Hunter, Kellie—17.
Mr. Semlin asked whether Mr. Rithet was justified in voting, as he was interested in the matter.
The house then went into committee with Mr. Stoddart in the chair to consider the railway aid bill.
Hon. Mr. Turner moved an amendment to section 2, to the effect that no money could be borrowed before July 1st, 1898.
Mr. Stoddart pointed out that clause 14 of the act said that no subsidy could be paid before the 1st day of July, 1899, so that therefore there was no necessity for borrowing the money until that date. He moved an amendment that the money be not borrowed until July, 1899. This amendment was lost and Mr. Turner's was carried. Clause 2 as amended then passed.
Clauses 3 to 7, which deal with the method of borrowing the money, were passed after discussion. Mr. Williams rebuked the opposition for finding fault with these sections. They should remember that the present members of the opposition would have the negotiating of this loan. (Laughter.)
Clause 8 deals with the roads which are to be subsidised. Mr. Graham moved an amendment to the effect that the construction of the Penticton-Boundary Creek railway must begin from the Penticton end of the line, and that the company desiring the subsidy must enter into an agreement that bona fide work on this railway must begin within six months from the passage of this act.
Dr. Walkem said such restrictions would prevent any company from building the road.

Mr. Sward wanted the government to put the issue about the amendment with Mr. Helms.

Hon. Mr. Turner denied that the government had made any arrangements with Mr. Helms other than those in connection with the security deposited.

Mr. Macpherson asked if it was the intention of the government to give the cash subsidy and the land grant for the construction of the road.

Hon. Mr. Turner replied that he could not answer, as the matter had never been discussed with the Columbia & Western Company.

Mr. Williams said that the government was simply asking a present of \$400,000 to the Columbia & Western Company, which is under bond to construct the road without a subsidy.

Col. Baker said the company constructing the road should have a free hand to begin construction where it was most convenient for them to do so.

Mr. Sward then moved the following amendment:

"To add to sub-section (a) of clause 8: 'Such railway, subject to the granting of bonds to an amount sufficient to construct the said railway over and above the subsidy being granted, with such further subsidy as may be contributed by the Dominion, to be built by the government as a public work.'"

Col. Baker opposed this amendment and Mr. Williams said this line would be a paying one and should be built by the government. The speaker said that the line should take a lesson from the B. C. Southern land grant, and see that valuable assets are not thrown away on the Columbia & Western Company in the shape of lands which may prove of enormous value.

Mr. Cotton pointed out that Mr. Sward's amendment would, if carried, provide that those putting up the money would retain control of the railway, but the government policy was to give away money in order that a company can build and own a railway without putting a cent in it.

Mr. Kellie was opposed to government ownership of railways.

Hon. Mr. Poley said the opposition's policy was an unbusinesslike one. If the government was to build the road it would have to become liable for \$15,000 a mile in addition to the subsidies. The money could not be borrowed on the security of the road itself.

Mr. Cotton replied that paper companies without a dollar of capital borrowed money on the security of the railways.

Hon. Mr. Turner said Mr. Cotton was speaking for the next election. It was too big a job for this government to undertake the construction of railways.

Mr. Cotton, from what he had heard this afternoon, was convinced that it was prearranged that Mr. Helms, who was under bonds to build the road, should receive a present of \$4,000 a mile.

Col. Baker denied that there was any arrangement with Mr. Helms.

Mr. Williams said that while the government spoke slightly of the value of railway bonds, they accepted \$75,000 worth of Columbia & Western Railway Company's bonds for a cash value of \$50,000. If the government built the road the Columbia & Western land grant will be saved to the province.

Mr. Macpherson asked the government if some other company would build the road, would Mr. Helms forfeit the bond already deposited?

Col. Baker replied that if another company built the road it would not be reasonable to ask Mr. Helms to forfeit the bond. The object of the bond was to secure the building of the road.

Mr. Macpherson replied that the object of the bill was to relieve Mr. Helms from forfeiting his bond.

Dr. Williams stated that Mr. Helms and Governor Bowdler were in London last year trying to raise the necessary money to build the road. They were unsuccessful, and now they come to the house for a cash subsidy of \$5,000 a mile. This was the main company who only wanted a mere charter, then they asked for a land grant, and the government succeeded in making their supporters to vote for the land grant. Now the same members are asked to vote a cash subsidy to the company. It was one of the wildest things for a company that was ever brought before the house. He recalled the difficulty for having the road built, but refused to commit to the placing of

\$400,000 in the pockets of two or three people.

Mr. Sward's amendment was then defeated on a vote of 11 to 15, Captain John Irving voting with the opposition.

Mr. Graham then strongly advocated a condition compelling the construction of the road from Pentteton. Hon. Mr. Turner accepted the amendment so changed that the company must begin construction from Pentteton, and must begin and continue construction within fifteen months. The amendment was then passed.

Mr. Sward then moved to strike out section (b) which gives the subsidy for a railway from Bute Inlet to Quenelle. Mr. Sward said that it would not be right to deceive the people of Victoria, or that portion of them who still held that the building of the British Pacific was within the bounds of probability.

Mr. Ribbet repudiated the insinuation that any attempt was being made to deceive the people of Victoria. The company who had charge of the rail had been to considerable expense in trying to bring the matter to a successful issue. They were working to-day, and were within reasonable distance of success. Personally he had some energy in him yet and would devote that energy towards securing the construction of the road.

Mr. Williams—But there is no British Pacific in the bill.

Mr. Semlin pointed out that Mr. Turner had sent a telegram saying there was no British Pacific in the bill, but Mr. Ribbet's remarks showed that there was a considerable portion of the British Pacific in the bill. If Mr. Turner wanted to substantiate the truthfulness of his telegrams, he should vote to strike out this clause.

Hon. Mr. Turner again tried to explain his telegrams. He said that those receiving telegrams had copies of the bill, so that they could not be deceived by the telegrams.

Mr. Smith strongly supported the amendment. He said the British Pacific charter had been before the house for nine years, and nothing had been done excepting what had been done by the government. If the route possessed all the advantages which Mr. Ribbet claimed for it, something might have been done before this.

Mr. Adams said that if they took the shirts off certain members' backs the C.P.R. brand would be exposed. He strongly supported the British Pacific.

Mr. Kennedy said the premier undertook to bulldoze him into voting for the second reading of the bill. Mr. Turner had sent his famous telegrams, and a meeting of twenty-nine citizens was called in New Westminster. They undertook to speak for 1,000 electors. It was anything but creditable for the premier to send such a telegram.

Mr. Sward's amendment was then defeated.

Mr. Semlin again questioned the right of Mr. Ribbet to vote for a proposition in which he had a pecuniary interest.

Mr. Williams moved an amendment to the same sub-section to the effect that the aid for a railway from Bute Inlet to Quenelle shall not be given to the British Pacific railway company.

When the next section for the granting of a subsidy for a railway from Point Roberts to Pentteton, came up for consideration, Mr. Cotton pointed out that this would shut out Vancouver and New Westminster altogether.

Hon. Mr. Turner said the section complied with the request of the delegation which waited upon the government.

The committee rose and reported, and the speaker called six o'clock.

EVENING SESSION.

The Railway Aid Loan bill was again considered in committee.

Mr. Helmcken referred to the resolution passed at the public meeting in Victoria requesting that aid be granted to the Victoria, Vancouver & Eastern Co. He suggested that the name of the company be inserted in the bill. He pointed out that the additional aid was inserted in the bill because of the representations made by those interested in this company.

Hon. Mr. Turner said that it would not be advisable to insert the name of any company in the bill, but he understood the company referred to were in a position to ask for the subsidy and they would be entitled to the first consideration. The destination who waited

on the government on behalf of the company brought such information to the government as convinced it that there was more information known about the Hope route than was at first supposed. They were assured that there was a feasible route through the Hope mountains.

The amendment giving the subsidy for a road from Point Roberts to the Hope mountains was then carried.

Mr. Sward then moved the following amendment to section 8: "Any money hereby authorized to be granted in aid of any of these lines shall be used by the government together with any additional grant that may be obtained through the Dominion government in constructing such railways as government works, the balance required for such construction to be obtained from the sale of bonds without any government guarantee; provided, however, that should the average cost of any railway on examination exceed \$25,000 per mile, the government shall not be authorized to expend any part of the subsidy until further authority is obtained from the legislature."

Hon. Mr. Turner said that a similar amendment had been moved to subsection A of clause 8, and that this amendment was therefore out of order.

The amendment was lost on division and clause 8 was passed.

When clause 9 came up for consideration, Hon. Mr. Turner said in answer to Mr. Sward that the government intended to so amend the act that other companies who may secure charters in the future may ask for and secure any of the subsidies mentioned in the act.

Mr. Williams said this was a most peculiar class of legislation to grant a charter by merely inserting a clause in a loan act.

Hon. Mr. Eberts said that the amendment would leave the field open for any company to take up the subsidy.

Clause 9 and subsections were amended as follows:

The Lieutenant-Governor in Council may enter into all agreements with any person or company formed for to undertake the construction of any railway, to which a subsidy is hereby attached,

which may be necessary or convenient for the due construction and operation of such railway, which agreements shall, in every instance, in addition to other matters therein provided for, contain the following provisions, viz:

(1) That unless work is commenced on the Pentteton-Boundary Railway within 15 months and the other railways within two years from the passage of this act, and is duly and diligently prosecuted to the satisfaction of the Lieutenant-Governor in Council, all right and claim to the aforesaid subsidy granted by this act shall be cancelled and forfeited.

(2) That the aforesaid subsidy shall not be payable until the railway is completed and in running order, to the satisfaction of the Lieutenant-Governor in Council, nor until security or guarantee, satisfactory to the Lieutenant-Governor in Council, is or are given for the continuous maintenance and operation of the railway, and no subsidy shall be payable or paid until after such completion and the giving of such security or guarantee.

Mr. Sward moved an amendment to clause 10 to the effect that if any company which has already secured a land grant applies for any of the subsidies before it receives the same, it must surrender its land grant.

Messrs. Turner and Ribbet protested against such an amendment. It would practically kill the bill.

Mr. Williams pointed out that the only company which could be affected by this amendment would be the British Pacific and the Columbia & Western. If the Columbia & Western Company secured the cash subsidy, it should forego its land grant.

After further discussion the amendment was lost. Clause 10 was then passed as follows: No subsidy shall be granted to a company for the construction of any line of railway in respect of which a land subsidy has heretofore been granted by the legislature, except on condition that the company in receipt thereof shall undertake to throw open all lands to be received by it under its Subsidy Act to public purchase on the same terms and conditions as crown lands can at the time of the passage of this act be acquired, and an agreement binding on the company in this respect, and adequate regulations for carrying out the same shall be executed and promulgated by the company and approved by the Lieutenant-Governor in Council.

before the payment of any subsidy out of the moneys raised hereunder. (a) It shall be lawful for the company to reserve and except, out of any such agreement, all lands which may be designed by the company and approved of by the Lieutenant-Governor in Council, and laid out and registered as townsites.

Hon. Mr. Turner moved the following new section: "No person, firm or company shall be entitled to a subsidy for the construction of a line between the vicinity of English Bluff aforesaid and Pentteton, except on condition that the company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor in Council, to construct and operate daily between said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers."

Mr. Valen, said the premier moved the amendment as a sop to his constituents, but the proper place for the bill was between the Mainland and Nanaimo.

The new section was carried.

Clauses 12 and 13 passed as follows: 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 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 materials thereunder accepted, without the like approval.

No person or company in receipt of a subsidy under this act shall be entitled to collect tolls or charges for the carriage of freight or passengers, unless the tariff fixing the rates thereof has been submitted to and approved by the Lieutenant-Governor in Council, and such tariff shall be in force for the period fixed by the order in council approving the same, and all alterations or additions shall be similarly approved, and at or before the conclusion of such period the same shall be revised and again approved for a further period, and so on from time to time.

Hon. Mr. Turner moved the following as clause 14: "Any person or company receiving the benefit of the provisions of this act as to any proposed railways and duly executing all agreements in that behalf, shall be and become thereby entitled and authorized to construct and maintain and operate a line or lines of railways with all the usual and incidental powers in that behalf between any points mentioned in this act to be more particularly defined in any agreement made thereunder subject to provisions of the B. C. Railway Act."

Several members protested against such an important amendment being passed without first being printed. Mr. Helmcken objected to railway companies being incorporated simply by a stroke of the pen.

Mr. Williams said the amendment was unworkable and inconsistent with the bill. It gave most extraordinary powers.

Hon. Mr. Eberts said the clause would not do any harm and might do a great deal of good.

Mr. Helmcken was opposed to special legislation of this kind by which a railway company could be formed at five minutes' notice. Any company which might be objectionable to the members could get two or three other persons to join and incorporate without coming to the house. He protested against his right as a legislator being usurped by such a clause as that.

The clause was passed, but it was understood that it would be reconsidered when printed.

Mr. Cotton again stated that New Westminster and Vancouver were left out of the bill. According to the bill any company could refuse to go to either Vancouver or New Westminster unless they secured a bonus to do so.

Mr. Turner said the company would be sure to connect with Vancouver and New Westminster.

Mr. Williams was surprised at the premier's refusal to do justice to Vancouver and New Westminster.

Mr. Kennedy spoke along the same line. It was breaking faith with the people of the Mainland cities.

Hon. Mr. Turner said that the Victoria, Vancouver & Eastern Railway Company's charter provided for building the road to Vancouver and New Westminster, but Mr. Kennedy pointed out that any other company could build the road.

After consultation the members of the government decided to bring in the fol-

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to the statement of the leader of the Opposition that there were no men in Ottawa representing the Province to whom cabinet position could be given.

Our representatives, he maintained,

Mr. Sword wanted the government to tell the house about the arrangement with Mr. Heinze.

Hon. Mr. Turner denied that the government had made any arrangements with Mr. Heinze other than those in connection with the security deposited. Mr. Macpherson asked if it was the intention of the government to give the cash subsidy and the land grant for the construction of the road.

Hon. Mr. Turner replied that he could not answer, as the matter had never been discussed with the Columbia & Western Company.

Mr. Williams said that the government was simply asking a present of \$400,000 to the Columbia & Western Company, which is under bond to construct the road without a subsidy.

Col. Baker said the company constructing the road should have a free hand to begin construction where it was most convenient for them to do so.

Mr. Sword then moved the following amendment:

"To add to sub-section (a) of clause 8: Such railway, subject to the floating of bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, with such further subsidy as may be contributed by the Dominion, to be built by the government as a public work."

Col. Baker opposed this amendment and Dr. Walkem said this line would be a paying one and should be built by the government. The doctor said that the house should take a lesson from the B. C. Southern land grant, and see that valuable assets are not thrown away on the Columbia & Western Company in the shape of lands which may prove of enormous value.

Mr. Cotton pointed out that Mr. Sword's amendment would, if carried, provide that those putting up the money would retain control of the railway, but the government policy was to give away money in order that a company can build and own a railway without putting a cent in it.

Mr. Kellie was opposed to government ownership of railways.

Hon. Mr. Pooley said the opposition's policy was an unbusinesslike one. If the government was to build the road, it would have to become liable for \$18,000 a mile in addition to the subsidies. The money could not be borrowed on the security of the road itself.

Mr. Cotton replied that paper companies without a dollar of capital borrowed money on the security of the railways.

Hon. Mr. Turner said Mr. Cotton was speaking for the next election. It was too big a job for this government to undertake the construction of railways.

Mr. Cotton, from what he had heard this afternoon, was convinced that it was prearranged that Mr. Heinze, who was under bonds to build the road, should receive a present of \$4,000 a mile.

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Mr. Williams said that while the government spoke slightly of the value of railway bonds, they accepted \$75,000 worth of Columbia & Western Railway Company's bonds for a cash value of \$50,000. If the government built the road the Columbia & Western land grant will be saved to the province.

Mr. Macpherson asked the government if some other company would build the road, would Mr. Heinze forfeit the bond already deposited?

Col. Baker replied that if another company built the road it would not be reasonable to ask Mr. Heinze to forfeit his bond. The object of the bond was to secure the building of the road.

Mr. Macpherson replied that the object of the bill was to relieve Mr. Heinze from forfeiting his bond.

Dr. Walkem stated that Mr. Heinze and Governor Dewdney were in London last year trying to raise the necessary money to build the road. They were unsuccessful, and now they come to the house for a cash subsidy of \$4,000 a mile. This was the same company who only wanted a mere charter, then they asked for a land grant, and the government succeeded in coaxing their supporters to vote for the land grant. Now the same members are asked to vote a cash subsidy to the company. It was one of the softest snaps for a company that was ever brought before the house. He recognized the necessity for having the road built, but refused to consent to the placing of

\$400,000 in the pockets of two or three people.

Mr. Sword's amendment was then defeated on a vote of 11 to 15, Captain John Irving voting with the opposition.

Mr. Graham then strongly advocated a condition compelling the construction of the road from Pentticton. Hon. Mr. Turner accepted the amendment so changed that the company must begin construction from Pentticton, and must begin and continue construction within fifteen months. The amendment was then passed.

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Mr. Ribbet repudiated the insinuation that any attempt was being made to deceive the people of Victoria. The company who had charge of the rail had been to considerable expense in trying to bring the matter to a successful issue. They were working to-day, and were within reasonable distance of success. Personally he had some energy in him yet and would devote that energy towards securing the construction of the road.

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Mr. Williams moved an amendment to the same sub-section to the effect that the aid for a railway from Bute Inlet to Quesnelle shall not be given to the British Pacific railway company.

This amendment was also defeated. When the next section for the granting of a subsidy for a railway from Point Roberts to Pentticton, came up for consideration, Mr. Cotton pointed out that this would shut out Vancouver and New Westminster altogether.

Hon. Mr. Turner said the section complied with the request of the delegation which waited upon the government.

The committee rose and reported, and the Speaker called six o'clock.

EVENING SESSION.

The Railway Aid Loan bill was again considered in committee.

Mr. Helmcken referred to the resolution passed at the public meeting in Victoria requesting that aid be granted to the Victoria, Vancouver & Eastern Co. He suggested that the name of the company be inserted in the bill. He pointed out that the additional aid was inserted in the bill because of the representations made by those interested in this company.

Hon. Mr. Turner said that it would not be advisable to insert the name of any company in the bill, but he understood the company referred to were in a position to ask for the subsidy, and they would be entitled to the first consideration. The denotation who waited

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The amendment giving the subsidy for a road from Point Roberts to the Hope mountains was then carried.

Mr. Sword then moved the following amendment to section 8: "Any money hereby authorized to be granted in aid of any of these lines shall be used by the government together with any additional grant that may be obtained through the Dominion government in constructing such railways as government work, the balance required for such construction to be obtained from the sale of bonds without any government guarantee; provided, however, that should the average cost of any railway on examination exceed \$25,000 per mile the government shall not be authorized to expend any part of the subsidy until further authority is obtained from the legislature."

Hon. Mr. Turner said that a similar amendment had been moved to subsection A of clause 8, and that this amendment was therefore out of order.

The amendment was lost on division and clause 8 was passed.

When clause 9 came up for consideration, Hon. Mr. Turner said in answer to Mr. Sword that the government intended to so amend the act that other companies who may secure charters in the future may ask for and secure any of the subsidies mentioned in the act.

Mr. Williams said this was a most peculiar class of legislation to grant a charter by merely inserting a clause in a loan act.

Hon. Mr. Eberts said that the amendment would leave the field open for any company to take up the subsidy.

Clauses 9 and subsections were amended as follows:

The Lieutenant-Governor in Council may enter into all agreements with any person or company formed for to undertake the construction of any railway, to which a subsidy is hereby attached,

which may be necessary or convenient for the due construction and operation of such railway, which agreements shall, in every instance, in addition to other matters therein provided for, contain the following provisions, viz:

(1) That unless work is commenced on the Pentticton-Boundary Railway within 15 months and the other railways within two years from the passage of this act, and is duly and diligently prosecuted to the satisfaction of the Lieutenant-Governor in Council, all right and claim to the aforesaid subsidy granted by this act shall be cancelled and forfeited:

(2) That the aforesaid subsidy shall not be payable until the railway is completed and in running order, to the satisfaction of the Lieutenant-Governor in Council, nor until security or guarantees, satisfactory to the Lieutenant-Governor in Council, is or are given for the continuous maintenance and operation of the railway, and no subsidy shall be payable or paid until after such completion and the giving of such security or guarantees.

Mr. Sword moved an amendment to clause 10 to the effect that if any company which has already secured a land grant applies for any of the subsidies before it receives the same, it must surrender its land grant.

Messrs. Turner and Ribbet protested against such an amendment. It would practically kill the bill.

Mr. Williams pointed out that the only company which could be affected by this amendment would be the British Pacific and the Columbia & Western. If the Columbia & Western Company secured the cash subsidy, it should forego its land grant.

After further discussion the amendment was lost. Clause 10 was then passed as follows: No subsidy shall be granted to a company for the construction of any line of railway in respect of which a land subsidy has heretofore been granted by the legislature, except on condition that the company in receipt thereof shall undertake to throw open all lands to be received by it under the Subsidy Act to public purchase on the same terms and conditions as crown lands can at the time of the passage of this act be acquired, and an agreement binding on the company in this respect, and adequate regulations for carrying out the same shall be executed and promulgated by the company and approved by the Lieutenant-Governor in Council.

before the payment of any subsidy of the moneys raised hereunder: (a.) shall be lawful for the company to reserve and except, out of any such agreement, all lands which may be designed by the company and approved of by the Lieutenant-Governor in Council, as laid out and registered as townships.

Hon. Mr. Turner moved the following new section: "No person, firm or company shall be entitled to a subsidy for the construction of a line between the vicinity of English-Bluff aforesaid and Pentticton, except on condition that if company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor in Council, to construct and operate daily between said English-Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers."

Dr. Walkem said the premier moved this amendment as a sop to his constituents, but the proper place for it was between the Mainland and Nanaimo.

The new section was carried.

Clauses 12 and 13 passed as follows: 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 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 materials tender accepted, without the like approval.

No person or company in receipt of subsidy under this act shall be entitled to collect tolls or charges for the carriage of freight or passengers, unless the tariff fixing the rates thereof has been submitted to and approved by the Lieutenant-Governor in Council, and such tariff shall be in force for a period fixed by the order in council approving the same, and all alterations and additions shall be similarly approved, and at or before the conclusion of such period the same shall be revised and again approved for a further period, and so on from time to time.

Hon. Mr. Turner moved the following as clause 14: "Any person or company receiving the benefit of the provisions of this act as to any proposed railways and duly executing all agreements in that behalf, shall be and become thereby entitled and authorized to construct and maintain and operate a line or lines of railways with all the usual and incidental powers in that behalf between any points mentioned in this act to be more particularly defined in an agreement made thereunder subject to the provisions of the B. C. Railway Act."

Several members protested against such an important amendment being passed without first being printed. Mr. Helmcken objected to railway companies being incorporated simply by a stroke of the pen.

Mr. Williams said the amendment was unworkable and inconsistent with the bill. It gave most extraordinary powers.

Hon. Mr. Eberts said the clause would not do any harm and might do a great deal of good.

Mr. Helmcken was opposed to special legislation of this kind by which a railway company could be formed at five minutes' notice. Any company which might be objectionable to the members could get two or three other persons to join and incorporate without coming to the house. He protested against his right as a legislator being usurped by such a clause as that.

The clause was passed, but it was understood that it would be reconsidered when printed.

Mr. Cotton again stated, that New Westminster and Vancouver were left out of the bill. According to the bill any company could refuse to go to either Vancouver or New Westminster unless they secured a bonus to do so.

Mr. Turner said the company would be sure to connect with Vancouver and New Westminster.

Mr. Williams was surprised at the premier's refusal to do justice to Vancouver and New Westminster.

Mr. Kennedy spoke along the same line. It was breaking faith with the people of the Mainland cities.

Hon. Mr. Turner said that the Victoria, Vancouver & Eastern Railway Company's charter provided for building the road to Vancouver and New Westminster, but Mr. Kennedy pointed out that any other company could build the road.

After consultation the members of the government decided to bring in the fol-

on behalf of the company information to the public known about the was at first supposed, red that there was a rough the Hope moun-

giving the subsidy for at Roberts to the Hope then carried.

moved the following section 8: "Any money to be granted in aid lines shall be used by together with any addi- it may be obtained minion government in a railways as govern- balance required for to be obtained from without any govern- provided, however, that ce cost of any railway exceed \$25,000 per mile, shall not be authorized, of the subsidy until is obtained from the

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approve, and no contract shall be awarded, or work or materials thereunder accepted, without the like approval.

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Hon. Mr. Turner said that the Victoria, Vancouver & Eastern Railway Company's charter provided for building the road to Vancouver and New Westminster, but Mr. Kennedy pointed out that any other company could build the road.

After consultation the members of the government decided to bring in the fol-

lowing new section: "No subsidy shall be granted to the railway mentioned in subsection (c) of clause 8, unless proper connections are made with the cities of Vancouver and New Westminster."

This section was carried.

The remaining sections of the bill were then carried without discussion.

Mr. Helmcken moved a new section, which was to the effect that the government should have the right to purchase the subsidized railways under certain conditions.

Mr. Helmcken said that since the roads were to be aided by the government, the government should retain the right to purchase these roads.

Hon. Mr. Turner said such a clause would prejudice the chances for securing capital to build the line. It might also endanger the rights of the bondholders. He suggested that the amendment be placed on the orders of the day to be introduced on report.

Mr. Helmcken pointed out that the premier had introduced amendments that had not been printed and they were passed on the understanding that they would be reconsidered when printed. His amendment should be treated in the same way.

This was agreed to and the preamble was then passed.

The committee then rose, reported progress and asked leave to sit again.

A BLACK LIST.

Mr. Kennedy, rising to a question of privilege, said that the Vancouver World had aimed too cruel a blow at himself. That paper had published a black list of opposition members and had left his name out of it. He felt the matter keenly, as those whom the Vancouver World would insert in a black list would be certain of re-election. (Laughter.)

NELSON & FORT SHEPPARD.

Hon. Mr. Turner moved the second reading of the act to amend the Nelson & Fort Sheppard Railway Act, 1892. He said that the railway had carried out all the conditions imposed by the legislature excepting that they did not complete the surveys owing to severe weather. He felt sure that the members on both sides of the house would support such a reasonable extension of time to the company.

Mr. Kellie moved the adjournment of the debate until to-morrow, as he wished to produce affidavits to show what this company had been doing.

The motion to adjourn was voted down.

In answer to Mr. Helmcken, the premier said that if the bill was not passed the company would lose about 100,000 acres.

The second reading then carried and the house adjourned.

THE SPEAKER'S RULING.

A point of order having arisen as to the right of an hon. member to discuss the merits of a question upon a motion for an adjournment of a debate, Mr. Speaker ruled that the debate must be confined to the matter of the motion for the adjournment, and in support of that

ruling submits the following authorities: There is no rule in this house bearing on the point, but—

Rule 110 (Legislative Assembly of British Columbia): "In all unprovided cases, the rules, usages, and forms of the house of commons of the United Kingdom of Great Britain and Ireland shall be followed."

Rule 22 (Imperial House of Commons, passed 27th November, 1882): "That when a motion is made for the adjournment of any debate, or of the house, during any debate, or that the chairman of a committee do report progress or do leave the chair, the debate thereupon shall be confined to the matter of such motion."

On a motion for the withdrawal of a bill, or for the postponement of a stage of a bill, the provisions thereof must not be discussed, and debate must be strictly confined to the object of the motion. Debate also on a motion for the adjournment of the house, or of the debate, must, pursuant to standing order No. 22, be kept to the motive of the motion. May, 10th Ed., p. 300.

It is not regular to discuss the merits of a bill, or other order of the day, upon a motion for its postponement. Otherwise the merits of a bill might be debated not only upon its several stages, but whenever its postponement is proposed. May, 10th Ed., pp. 301-2.

Bourne, p. 351, says: The rule requiring that speeches should be relevant to the question under consideration has

never been applied in the Canadian houses—nor until recently in the English parliament—to motions for the adjournment of the house or the debate. New rules have been very recently adopted in the English commons to confine debate to the motion for adjournment, when it is made during the discussion of the matter."

The wisdom of the rule of the Imperial parliament will be understood when I point out that in its absence a matter might be debated over and over again by the same members on motions for adjournment. A lamentable instance of what may be done in this direction is presented by a recent debate in the Canadian house of commons, where, on a motion to adjourn a debate, the whole question was gone over again, and much valuable time wasted in a discussion by members who, at an earlier stage having spoken to the main question, claimed and were accorded the privilege of discussing the whole matter again.

World Apr 20-97

VICTORIA, April 19.—Mr. Kennedy complains that he is not in the "black list." Let the error be at once rectified and the hon. member's name placed at the foot of the list—its natural place. Mr. Kennedy, by the way, is the hon. member who wished to get your correspondent excluded from the precincts of the House. But that is another story. The Opposition are making fun of "the young man and his black list"—sounds like the title to a black and white story, doesn't it?—but he laughs best who laughs last, and the next election will show who has the right to smile—the "young man" or the "black list." Meanwhile Mr. Cotton's constituents will be satisfied to learn that "the people of New Westminster and Vancouver do not want this line" from the Coast to Kootenay. So at least says the hon. member, despite the fact that a number of influential representative men from both cities told the Premier that the people they spoke for desired the road and considered it an urgent necessity. Luckily for the Terminal and Royal cities the Premier takes the word of these men and leaves the other voice crying in the wilderness of Opposition. The bill went through committee today with several important additions, as will be seen from the report below, but some of the amendments have to be reconsidered to-morrow. Vancouver and New Westminster have been specially mentioned.

Mr. HELMCKEN moved, seconded by Mr. RITHER, "that an humble address be presented by this House to His Honor the Lieutenant-Governor, praying him to move the Dominion Government that while this House is of the opinion the Dominion Government is fully impressed with the strong claims of this Province entitling this Province to representation in the cabinet of the Government of the Dominion of Canada, this House respectfully submits that effect should be given to such representation by the Dominion Government by the appointment of some representative from this Province at an early date."

Mr. HELMCKEN in speaking to his motion urged that the time had come when the Province should have that representation in the Dominion cabinet that its importance entitled it to. He thought that representation was a matter of right not a matter of grace and effect should be given to our representation at an early date.

Mr. SEMLIN strongly opposed the motion. He hinted that in his opinion there were no men elected to Ottawa in this Province who were entitled to a seat in the cabinet and declared that the Federal Premier—Liberal or Conservative—should be left a free hand in choosing his cabinet.

Mr. KENNEDY agreed with the leader of the Opposition that the Provincial Legislature should not interfere with the Federal authorities in a matter like this, especially in view of the ridicule that had attached to them in the past over this matter.

Mr. KELLIE supported the resolution. He believed there was just as good material in the Province as in any other for a cabinet. (Hear, hear.) It was time British Columbia had proper cabinet representation.

Mr. SWORD said a resolution like this might well call from the Dominion Government the retort "mind your own business."

Major MUTTER did not like the Legislature interfering in Dominion affairs and would therefore oppose the resolution.

Mr. HELMCKEN in closing the debate commented on the narrow ground taken by Mr. Semlin and took exception to the statement of the leader of the Opposition that there were no men at Ottawa representing the Province to whom cabinet position could be given. Our representatives, he maintained,

the act, and in doing so, the company pro-

posed to the satisfaction of the
Lieut.-Governor-in-Council, all right
and claim to the aforesaid subsidy
granted by this act shall be cancelled
and forfeited; (2) That the aforesaid
subsidy shall not be payable until the
railway is completed and in running or-
der, to the satisfaction of the Lieut.
Governor-in-Council, nor until security
or guarantee, satisfactory to the
Lieut.-Governor-in-Council, is or ar-
given for the continuous maintenance
and operation of the railway, and no
subsidy shall be payable or paid until
after such completion and the giving of
such security or guarantee.

Mr. SWORD moved to amend clause
10 so as to make it read that if any
company which had been given a land
grant built any of the roads and got a
subsidy it should first surrender that
land grant or the land grant for the
portion subsidized. The amendment
was lost and the clause and sub-sec-
tions passed.

Hon. Mr. TURNER moved the follow-
ing as a new section: 11. No person,
firm or company shall be entitled to a
subsidy for the construction of a line
between the vicinity of English Bluff
aforesaid and Penticton, except on con-
dition that the company applying for
same shall enter into an agreement,
with proper assurances satisfactory to
the Lieut.-Governor-in-Council, to con-
struct and operate daily between the
vicinity of English Bluff and Vancou-
ver Island at the most convenient point,
a suitable steam ferry for the transpor-
tation of cars, freight and passengers.
Dr. WALKER said the "convenient
point" for the ferry was Nanaimo.

The new clause was agreed to.

Mr. COTTON asked that it should be
stated in the bill that Vancouver and
New Westminster should have connec-
tion. As it stood now the company
was not obliged to go to either city or
to put a bridge across the Fraser.

Hon. Mr. TURNER said the cities,
as he saw it, could not fail to have
connection under this act. It was be-
lieved that the Vancouver, Victoria and
Eastern Railway would get this sub-
sidy and their starting points were
Vancouver and New Westminster.

Mr. WILLIAMS urged that Vancou-
ver should be named in the bill. The
commercial city of British Columbia
should not be side-tracked. Vancou-
ver was the commercial city of British
Columbia. They could boast of Vancou-
ver all they liked, but that fact re-
mained.

Dr. WALKER: Quite right.

Hon. Mr. TURNER said the act of
the Vancouver, Victoria and Eastern
specially provided that the line should
run from Vancouver and connect with
New Westminster.

Mr. KENNEDY said they were not
certain that this company would get
the subsidy and the necessary provi-
sion regarding Vancouver and New
Westminster should be made.

In view of this discussion

Hon. Mr. TURNER moved as a new
section the following: "No subsidy
shall be granted to the railway men-
tioned in sub-section (c) of clause 8 of
this act unless proper connection is
made with the cities of Vancouver and
New Westminster." This was carried.

Hon. Premier TURNER moved the
following as a new clause 14: "Any
person or company receiving the bene-
fit of the provisions of this act as to
any proposed railways and duly ex-
ecuting all agreements in that behalf
shall be and become thereby entitled
and authorized to construct and main-
tain and operate a line or lines of rail-
ways, with all the usual and incidental
powers in that behalf, between any
points mentioned in this act to be more
particularly defined in any agreement
made hereunder, subject to the provi-
sions of the British Columbia Railway
act." The section was passed.

Mr. HELMCKEN moved a new sec-
tion the effect of which was that the
Government could acquire the subsid-
ized railways upon certain terms at
the end of a fixed period.

Hon. Mr. TURNER thought the
amendment if adopted would very
much prejudice the chance of financing
the roads.

The section was put in the bill for re-
consideration tomorrow and the com-
mittee rose and reported progress.

Hon. Premier TURNER moved the
second reading of the act to extend for
six months the time in which the Nel-
son and Fort Sheppard Railway Com-
pany's lands could be designated and
surveyed.

Mr. KELLIE moved the adjournment
of the debate which was lost and the
second reading was then carried.

Mr. KENNEDY rose to a question of
privilege. He said there was an arti-
cle in Saturday's Vancouver World
headed "The Black List." After re-
counting the evils the Opposition tried
to do there was a list published giving
the names of Messrs. Williams,
ton, Porter, Sword and Kidd, whom
the electors were asked not to vote for
at the next election. He felt hurt at
his name not appearing therein as an
man whose name was there was at
least certain to be re-elected. (Laugh-
ter.)

Hon. Premier TURNER: I am sorry
for you. (Renewed laughter.)
The House adjourned at 10:30 p. m.

After some further discussion Mr.
GRAHAM moved his amendment so
as to make construction commence
within 15 months, and the Government
accepted it.

Mr. SWORD moved the following
amendment: To add to sub-section
"a" "Such railway, subject to the
floating of bonds to an amount suffi-
cient to construct the said railway
over and above the subsidy hereby
granted with such further subsidy as
may be contributed by the Dominion,
to be built by the Government as a
public work.

Hon. Col. HAKER said the line
would cost \$30,000 per mile, which was
\$3,000,000, while the Loan bill was only
for \$2,500,000. The hon. member was
trying to burke the whole question.
(Applause.)

Hon. Mr. TURNER thought the
amendment was out of order.

Chairman STODDART would not
take the responsibility of giving a rul-
ing.

Mr. SWORD said they could easily
put in a proviso to the effect that the
sum expended on the road should not
exceed the amount of the loan which
would make the motion in order if in-
deed it was out of order, which he did
not think was the case. The Govern-
ment, if they looked at this matter
properly, would see that the course he
suggested was the best in the interests
of the Province.

Hon. Mr. PREMIER remarked that
the Government did not intend to go
into the building of railways. It was
too big a job for the Province at the
present time. If they once began it
would involve them in enormous li-
abilities and go far beyond the capa-
bilities of the Province.

The amendment of Mr. Sword was
defeated by 15 votes to 11, and the
sub-section was passed.

Mr. SWORD moved to strike out
sub-section "b," which provides for
\$4,000 per mile being paid to a railway
from Bute Inlet to Quesselle, approxi-
mately 230 miles.

Mr. RITHET said no scheme had
been pursued with more earnestness
than this one. He and his friends had
gone to a great deal of trouble and
some expense to renew the carrying out
of this project at the earliest possible
moment. It would be more to Mr.
Sword's credit if he would do some-
thing for his country instead of trying
to burke every enterprise for develop-
ing the Province. (Applause.) No
other line would open up Cariboo so
successfully and rapidly as a line from

they asked for the section as in the
amendment. It appeared to him that
it covered the ground and the line must
connect with Vancouver and New
Westminster. The amendment was
virtually what the deputation asked for
and agreed to.

Mr. HELMCKEN wished the Govern-
ment to insert the name of the Vancou-
ver, Victoria and Eastern Railway in
the section so as to ensure the as-
sistance being given to them. That
would enable the promoters to go to
the Dominion Government for a sub-
sidy with every chance of success. The
line was not demanded by any one sec-
tion alone. It was asked for by the
whole Province. (Applause.) He moved
the adjournment of the debate.

The committee rose and reported pro-
gress.

Mr. SPEAKER announced that he
had received a letter from Mrs. Kit-
chen expressing her grateful acknowl-
edgements of the kind words and the
kind attentions paid to her by the mem-
bers of the Legislature on the death
of the late Mr. T. E. Kitchen.

Mr. SPEAKER also handed down the
following: A point of order having
arisen as to the right of an hon. mem-
ber to discuss the merits of a question
upon a motion for an adjournment of a
debate, Mr. Speaker ruled that the de-
bate must be confined to the matter of
the motion for the adjournment, and
in support of that ruling submits the
following authorities: There is no rule
in this House bearing on this point, but
Rule 119 (Legislative Assembly of Brit-
ish Columbia): "In all unprovided
cases, the rules, usages, and forms of
the House of Commons of the United
Kingdom of Great Britain and Ireland
shall be followed." Rule 22 (Imperial
House of Commons, passed 27th Novem-
ber, 1882): "That when a motion is
made for the adjournment of any de-
bate, or of the House during any de-
bate, or that the chairman of a com-
mittee do report progress or do leave
the chair, the debate thereupon shall
be confined to the matter of such mo-
tion." On a motion for the withdrawal
of a bill or for the postponement of a
stage of a bill, the provisions thereof
must not be discussed, and debate must
be strictly confined to the object of the
motion. Debate also on a motion for
the adjournment of the House, or of the
debate, must, pursuant to Standing
Order No. 22, be kept to the motive
of the motion. (May, 19th ed., p. 300.)
It is not regular to discuss the merits
of a bill, or other order of the day,
upon a motion for its postponement.
Otherwise the merits of a bill might be
debated not only upon its several stages,
but whenever its postponement is
proposed. (May, 19th ed., p. 301-3.)

Hon. Mr. TURNER said: "The rule re-
quiring that speeches should be rele-
vant to the question under considera-
tion has never been applied to the
Canadian Houses—nor until recently in
the English Parliament—to motions for
the adjournment of the House or the
debate. New rules have been very re-
cently adopted in the English Commons
to confine debate to the motion for ad-
journment, when it is made during the
discussion of the matter." The wis-
dom of the rule of the Imperial Parlia-
ment will be understood when I point
out that in its absence a matter might
be debated over and over again by the
same members on motion to adjourn.
A lamentable instance of what may be
done in this direction is presented by
a recent debate in the Canadian House
of Commons, where, on a motion to
adjourn a debate, the whole question
was gone over again, and much valu-
able time wasted in a discussion by
members who, at an earlier stage hav-
ing spoken to the main question, claim-
ed and were accorded the privilege of
discussing the whole matter again.

Recess was then called.

AFTER RECESS.

Mr. STODDART again took the
chair at 8:20 p. m., and the House in
committee proceeded with the discus-
sion of the Railway bill.

Mr. HELMCKEN again strongly ur-
ged on the Premier that the Vancou-
ver, Victoria and Eastern should be
named in the bill.

Hon. Mr. TURNER said: I think
it would not be advisable at the pre-
sent time to name any company in con-
nection with these subsidies. Of course
undoubtedly the company which has
been referred to by the hon. gentleman
who has just sat down is in such a po-
sition that they are very likely to receive
that subsidy. As I understand they are
prepared to make an advance very soon
and if that is so they will be entitled
to the very first consideration. (Ap-
plause.) I understand they really have
made considerable progress in the way
of being prepared to come before the
Government to make application in the
matter. I may say that it is hardly a
fact that it was owing only to the sug-
gestion to the deputation that the
change was made in this bill. The Gov-
ernment had this idea with respect to
the through line but there was a ques-
tion whether it would not be advisable
to commence as was indicated in the
Government bill as first brought in and
with the line from Penticton to Boun-

dary and ascertain in the interim the
feasibility of the route from Hope
through the mountains. The deputa-
tion gave us a great deal more infor-
mation on that than we had thought
there was and it was also considered
that if the Government had to have a
survey made it would cost a great deal
of money while under the present meth-
od it will cost the Government nothing.
If the company cannot find a suitable
route then the line will not be built
and there will be no subsidy. It was
felt, therefore, that it would be best to
offer the subsidy for the 230 miles in ac-
cordance with the almost universal re-
quest from the Province. Undoubtedly
the company named will have the very
best chance of getting the subsidy.
(Cheers.)

The sub-section as amended was then
passed.

On the motion that the whole section
pass

Mr. SWORD moved as an addition to
the section: "Any money hereby au-
thorized to be granted in aid of any of
these lines shall be used by the Gov-
ernment together with any additional
grant that may be obtained through the
Dominion Government in construct-
ing such railways as Government
works, the balance required for such
construction to be obtained from the
sale of lands without any Government
guarantee, provided, however, that
should the average cost of any rail-
way on examination exceed \$25,000 per
mile the Government shall not be au-
thorized to expend any part of the sub-
sidy until further authority is obtained
from the Legislature."

Hon. Mr. TURNER said a similar
amendment had been introduced to ap-
ply to one sub-section of clause 8 and
had been defeated; this amendment
would apply to that one and the two
other sub-sections. He thought it was
out of order.

The amendment was defeated.

Clause 9 and sub-sections were
amended so as to read as follows:

9. The Lieut.-Governor-in-Council
may enter into an agreement with any
person or company formed to under-
take the construction of any railway,
to which a subsidy is hereby attached,
which may be necessary or convenient
for the due construction and operating
of such railway, which agreements
shall, in every instance, in addition to
other matters therein provided for,
contain the following provisions, viz:

(1) That unless work is commenced on
the Penticton-Boundary Railway with-
in 15 months and the other railways
within two years from the passage of

...the rule re-
speeches should be re-
question under considera-
ever been applied to the
houses—nor until recently in
Parliament—to motions for
ment of the House or the
w rules have been very re-
ed in the English Common-
tebate to the motion for ad-
when it is made during the
of the matter." The wis-
rule of the Imperial Parlia-
e understood when I point
its absence a matter might
over and over again by the
ers on motion to adjourn.
e instance of what may be
a direction is presented by
ate in the Canadian House
where, on a motion to
ebate, the whole question
ver again, and much valu-
wasted in a discussion by
so, at an earlier stage hav-
to the main question, claim-
accorded the privilege of
the whole matter again.
s then called.

FTER RECESS.

DDART again took the
p. m., and the House in-
ceeded with the discus-
Railway bill.
CKEN again strongly ur-
remier that the Vancou-
and Eastern should be
bill.
TURNER said: I think
be advisable at the pre-
name any company in con-
these subsidies. Of course
the company which has
to by the hon. gentleman
at down is in such a posi-
are very likely to receive
As I understand they are
ake an advance very soon
so they will be entitled
at consideration. Ap-
derstand they really have
able progress in the way
ared to come before the
to make application in the
ay say that it is hardly
as owing only to the sus-
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ade in this bill. The Gov-
this idea with respect to
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it would not be advisable
as was indicated in the
bill as first brought in and
from Pentiction to Boun-

tain in the interim the
the route from Hope
ountains. The deputa-
great deal more infor-
than we had thought
it was also considered
ernment had to have a
would cost a great deal
under the present meth-
he Government nothing
cannot find a suitable
line will not be built
be no subsidy. It was
that it would be best to
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the almost universal re-
Province. Undoubtedly
med will have the very
getting the subsidy.

as amended was then

that the whole section
moved as an addition to
any money hereby au-
mented in aid of any of
be used by the Gov-
r with any additional
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overnment in construct-
ways as Government
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vided, however, that
rage cost of any rail-
ation exceed \$25,000 per
ment shall not be au-
nd any part of the sub-
r authority is obtained
ure."

TURNER said a similar
been introduced to ap-
ection of clause 8 and
ted; this amendment
that one and the two
e. He thought it was

t was defeated.

sub-sections were
read as follows:
Governor-in-Council
n agreement with any
ny formed to under-
ction of any railway,
is hereby attached,
cessary or convenient
ruction and operating
which agreements
stance, in addition to
erein provided for,
wing provisions, viz.:
work is commenced on
ndary Railway with-
the other railways
from the passage of

this act, and is duly and lawfully pro-
secuted to the satisfaction of the
Lieut.-Governor-in-Council, all right
and claim to the aforesaid subsidy
granted by this act shall be cancelled
and forfeited; (2) That the aforesaid
subsidy shall not be payable until the
railway is completed and in running or-
der, to the satisfaction of the Lieut.-
Governor-in-Council, nor until security
or guarantees, satisfactory to the
Lieut.-Governor-in-Council, is or are
given for the continuous maintenance
and operation of the railway, and no
subsidy shall be payable or paid until
after such completion and the giving of
such security or guarantees.

Mr. SWORD moved to amend clause
10 so as to make it read that if any
company which had been given a land
grant built any of the roads and got a
subsidy it should first surrender that
land grant for the land grant for the
portion subsidized. The amendment
was lost and the clause and sub-
sections passed.

Hon. Mr. TURNER moved the follow-
ing as a new section: 11. No person,
firm or company shall be entitled to a
subsidy for the construction of a line
between the vicinity of English Bluff
aforesaid and Pentiction, except on con-
dition that the company applying for
same shall enter into an agreement
with proper assurances satisfactory to
the Lieut.-Governor-in-Council, to con-
struct and operate daily between the
vicinity of English Bluff and Vancou-
ver Island at the most convenient point,
a suitable steam ferry for the transpor-
tation of cars, freight and passengers.

Dr. WALKER said the "convenient
point" for the ferry was Nanaimo.

The new clause was agreed to.
Mr. COTTON asked that it should be
stated in the bill that Vancouver and
New Westminster should have connec-
tion. As it stood now the company
was not obliged to go to either city or
to put a bridge across the Fraser.

Hon. Mr. TURNER said the cities,
as he saw it, could not fail to have
connection under this act. It was be-
lieved that the Vancouver, Victoria and
Eastern Railway would get this sub-
sidy and their starting points were
Vancouver and New Westminster.

Mr. WILLIAMS urged that Vancou-
ver should be named in the bill. The
commercial city of British Columbia
should not be side-tracked. Vancou-
ver was the commercial city of British
Columbia. They could boast up Vic-
toria and they liked, but that fact re-
mained.

Dr. WALKER: Quite right.

Hon. Mr. TURNER said the act of
the Vancouver, Victoria and Eastern
specially provided that the line should
run from Vancouver and connect with
New Westminster.

Mr. KENNEDY said they were not
certain that this company would get
the subsidy and the necessary provi-
sion regarding Vancouver and New
Westminster should be made.

In view of this discussion
Hon. Mr. TURNER moved as a new
section the following: "No subsidy
shall be granted to the railway men-
tioned in sub-section (c) of clause 8 of
this act unless proper connection is
made with the cities of Vancouver and
New Westminster." This was carried.

Hon. Premier TURNER moved the
following as a new clause 14: "Any
person or company receiving the bene-
fit of the provisions of this act as to
any proposed railways and duly ex-
ecuting all agreements in that behalf
shall be and become thereby entitled
and authorized to construct and main-
tain and operate a line or lines of rail-
ways, with all the usual and incidental
powers in that behalf, between any
points mentioned in this act to be more
particularly defined in any agreement
made thereunder, subject to the pro-
visions of the British Columbia Railway
act." The section was passed.

Mr. HELMCKEN moved a new sec-
tion the effect of which was that the
Government could acquire the subsid-
ized railways upon certain terms at
the end of a fixed period.

Hon. Mr. TURNER thought the
amendment if adopted would very
much prejudice the chance of financing
the roads.

The section was put in the bill for re-
consideration to-morrow and the com-
mittee rose and reported progress.

Hon. Premier TURNER moved the
second reading of the act to extend for
six months the time in which the Nel-
son & Port Sheppard Railway Com-
pany's lands could be designated and
surveyed.

Mr. KELLIE moved the adjournment
of the debate which was lost and the
second reading was then carried.

Mr. KENNEDY rose to a question of
privilege. He said there was an article
in Saturday's Vancouver World
headed "The Black List." After re-
counting the evils the Opposition tried
to do there was a list published giving
the names of Messrs. Williams,
Foster, Sword and Kidd, whom
the electors were asked not to vote for
at the next election. He felt hurt at
his name not appearing therein as an
man whose name was there was an
certainty to be re-elected. (Laugh-
ter.)

Hon. Premier TURNER: I am sorry
for you. (Renewed laughter.)

The House adjourned at 10:20 p. m.

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CABINET REPRESENTATION.

MR. HELMCKEN moved, seconded by
Mr. RITCHEY: That an humble address be
presented by this House to His Honor
the Lieutenant-Governor, praying him
to move the Dominion Government that
while this House is of the opinion the
Dominion Government is fully impressed
with the strong claims of this Province
entitling this Province to representa-
tion in the Cabinet of the Government
of the Dominion of Canada, this House
respectfully submits that effect should
be given to such representation by the ap-
pointment of some representative from this
Province at an early date. The mover
said that he thought the time has come
when this Province is entitled as a mat-
ter of right to have a representative in
the Cabinet, so that business arising
from British Columbia or specially af-
fecting its interests may be more intel-
ligently dealt with in council than can
be the case so long as the ministers have
to depend on correspondence for their
information.

MR. SEMLIN did not think the motion
a move in the right direction. The gen-
tleman called upon to form a Cabinet
at Ottawa should have a free hand in
order to secure the ablest men pos-
sible, and before such a motion could be
effective, we must elect from this Pro-
vince men of broad and statesmanlike
views fitting them for membership in
the Cabinet. At the present time all
the portfolios are filled, and to give ef-
fect to the motion a new portfolio
would have to be created. He hoped
the mover would withdraw the resolu-
tion.

MR. KENNEDY thought the House
could well afford to vote against
the motion with a clear conscience, as
the matter is not one with which it
should interfere.

MR. KELLIE supported the motion.
Men from this Province, he said, are as
able as those from any other part
of the Dominion, and we have need of rep-
resentation in the Cabinet to secure our
rights.

MR. SWORD told that the responsi-
bility in this matter is with the Do-
minion Government. If the House
passed any such resolution as this, they
would very probably be told to mind
their own business.

MAJOR MUTTER told that it was not
the place of this House to interfere in
this matter, and he could not support
the motion.

MR. HELMCKEN said that the ground
he had taken was much broader than
that taken by the opponents of the
motion. He read from a speech of
Senator McInnes, delivered while the
Conservatives were in office, to show the
advisability of having someone well
posted on British Columbia matters in
the Cabinet.

The resolution was negatived on the
following division:

For—Messrs. Adams, Braden, Bryden,
Eberts, Helmcken, Hume, Martin, Mc-
Gregor, Rogers, Ritchie and Turner—11.
Against—Messrs. Baker, Cotton, Gra-
ham, Hunter, Irving, Kennedy, Kidd,
Macpherson, Mutter, Peckey, Semlin,
Smith, Stoddart, Sword and Williams—
15.

SURVEYORS' REPORTS.

MR. SWORD moved, seconded by Mr.
Hume: That in requiring a declara-
tion from the surveyor who surveyed
land for an intending purchaser, whether
any of such land was likely to be re-
quired for a townsite or fishing station,
the Legislature intended that the atten-
tion of the Land Office should be called
to the nature of the land applied for,
and that it should not be treated as
ordinary land open to purchase." The
debate was adjourned till to-morrow on
motion of Mr. Sword.

RAILWAY LOAN BILL.

MR. SMITH moved as an instruction
to committee of the whole on the Loan
Bill to strike out the provision for "a
railway from Bute Inlet to Quenelle,
230 miles," and to provide instead for
a subsidy for the line "from Askerott to
Bute, Quenelle, approximately 195
miles." The mover said that a point

on the C. P. R. track at Askerott would
be a very convenient base of
operation for developing the resources
of the Bute Inlet. It could be secured by a
small loan from the Bute Inlet. The
greater portion of the supplies needed
for the Bute Inlet would come from the East.

and it would be fully as strong as
down to the Coast and send it up to
Bute Inlet and back again to Cariboo,
when it could be sent in direct from
Askerott.

The motion was lost on the following
division:

For—Messrs. Cotton, Graham, Hume,
Kennedy, Kidd, Macpherson, Semlin
Smith, Stoddart, Sword and Williams—
11.

Against—Messrs. Adams, Baker, Bra-
den, Bryden, Eberts, Helmcken, Hord,
Hunter, Irving, Kellie, Martin, Mc-
Gregor, Mutter, Peckey, Ritchie, Rogers
and Turner—17.

Mr. Semlin objected to Mr. Ritchie vot-
ing on this matter, as he claimed that
that gentleman had a direct personal
interest in it. Mr. Ritchie said that
was not the case, and pointed out that
his vote made no difference.

The House then went into committee
on the bill. Mr. Stoddart in the chair.
Hon. Mr. Turner moved to insert a clause
providing specifically that no money
shall be borrowed before the 1st July,
1898. This he said was to avoid any
appearance of violating the promise made
at the time of raising the last loan. Mr.
Sword believed the money would not be
required before the 1st July, 1899, and
he moved in amendment that it should
not be borrowed until then. This amend-
ment was negatived and the motion by
the Premier was adopted.

THE PENTITION SECTION.

On section 8, Mr. Graham moved the
following amendment to subsection a:
"Provided no person, firm or company
shall be entitled to a subsidy for the
construction of said railway except on
condition that the company applying
for same shall enter into an agreement
to begin and carry on construction
from Pentiction. Secondly, That bona
fide and continuous construction shall be
commenced and carried on within six
months from the passage of this Act."
He urged that if the road were built
from the Boundary and instead of from
Pentiction, the benefit from furnishing
supplies would go to the State of Wash-
ington instead of to this Province.

Dr. Walkem opposed this amendment on
the ground that it would probably be
impossible to raise the money for con-
struction within six months, and to put
in such a provision would simply kill
the enterprise.

Hon. Mr. Turner said that he thought
this would be a very foolish amendment
to pass. The Government, if the mat-
ter were left in their hands would do
the best they could to have the line
constructed as speedily as possible. To
tie down the company in this way might
cause great delay if the connecting lines
over which supplies would have to be
taken to Pentiction proved to be hostile.

Mr. Sword pointed out that this bill
provides for assistance to a line cover-
ing territory through which the Colum-
bia & Western Railway Co. have given
a bond that they will build within a
specified time. He therefore asked for
some explanation as to the attitude of
Mr. Hume in the matter, whether he
intends to forfeit his bond, or whether
he really intends to go on with the rail-
way. He would like to know what ar-
rangement the Government have made
with the Columbia & Western company
in this matter.

Hon. Mr. Turner answered that the
Government have absolutely no ar-
rangement with the company beyond
what appears in the act of last session.
Mr. Macpherson asked whether, if the
Columbia & Western company build this
line, they will receive the \$4,000 per
mile now proposed, in addition to their
land grant of 20,000 acres per mile.

Hon. Mr. Turner replied that he could
not answer that question because there
has been no proposition in this connec-
tion on the part of the Columbia & West-
ern. This bill stands on its own foot-
ing, and the subsidy will be available
for any company who will come forward
and build the line.

Mr. Sword moved an amendment to
the amendment to the effect that the
Government construct this line as a
public work.

Mr. Cotton, after some discussion, said
that as he understood it Mr. Sword's
proposition was that the road should
be built with the subsidy to be granted
by this Government in addition to the
subsidy from the Dominion Government
together with additional money to be
raised on bonds issued on the security
of the railway. He thought it a good
business proposition to thus construct
the road as a public work, and he was
sure that the people of the Province
would endorse his view.

Mr. Kellie said there are other sections of the country equally entitled to railways, and the adoption of such a policy would compel the Government to spend fabulous sums in railway construction.

Hon. Mr. Pooley proposed to show that the suggestion in the amendment was not businesslike. He held it was impossible to borrow \$18,000 per mile on railroad security, and the Government would have to guarantee any mortgage bonds.

Mr. Cotton said that while it had been assumed that the road would cost \$18,000 a mile, he believed it would not cost anything like that. As much as \$25,000 a mile has been borrowed in this Province by companies having nothing but their roads as security. While both sides of the House agree on the point that the road should be built, the difference between them is that the Opposition hold that the Province should get something for its outlay, whereas the Government propose that it shall get nothing.

Hon. Mr. Turner held that this Province is not in a position to undertake the construction of railways.

Mr. Cotton said that he could only hold the belief that this road is intended as a present for somebody from the way the Government had treated the amendments offered. This would be the connecting link of a system of railways, and he could only conclude that the Government wished to give Mr. Bennett a sum of \$400,000, and therefore would not consider any of the counter propositions made for the construction of this line.

Mr. Williams held that if the Government built this road we would save an enormous land grant. If there ever was a time when we could under favorable auspices build our own railways now is that time.

Mr. Macpherson held that the only company who can take advantage of this subsidy is the Heinze one.

Hon. Mr. Baker said no grounds for this assertion.

Dr. Walkem said this was one of the wildest snags for a company ever put before the House.

Mr. Sword's amendment was then negatived on a division of 11 to 15, Messrs. Walkem and Irving voting with the Opposition.

Mr. Graham offered to amend his amendment by fixing the time for commencement of construction at within 12 months from the passage of the act instead of 6 months. Hon. Mr. Turner said that if Mr. Graham would make it 5 months, the Government would accept the amendment, but on the resolution so amended being read Hon. Mr. Turner said he could not accept it, as he had understood that the portion of the amendment referring to construction from Penticton had been withdrawn. He thought it a very dangerous thing to compel a company to commence at a fixed point, as this would put them at the mercy of other companies.

Mr. Smith said that the Columbia & Western was the only company that would be likely not to build from Penticton. There was no advantage to be gained by not mentioning Penticton. Mr. Cotton said that while it had been suggested that the C. P. R. might be sorry to see this road, there was no reason whatever for such a supposition. The construction of this road would grow business in the way of the C. P. R. and they would therefore approve it in their own interests.

That portion of Mr. Graham's amendment calling for the commencement of construction within 15 months was adopted after further discussion.

BUTE INLET TO QUEENELLE.

Mr. Sword moved to strike out subsection (b). "For a railway from Bute Inlet to Queenelle, approximately 230 miles." He did not believe there is any likelihood of this road being built.

Mr. Rithet could not believe that Mr. Sword had spoken seriously, as no railway undertaking had ever been done about with as seriousness as this. While for some reason or another they have not yet succeeded, the promoters have in two or three occasions been within measurable distance of success, and he had great hopes of seeing the line completed at an early date. Personally he would be quite willing to step out if any person else would come forward to construct it before the company for whom he had been interviewing itself could do so.

Mr. Smith said that a railway connection from some point on the C. P. R. with Bute Inlet would be more advantageous in every way. He held that it would cost as much to bring freight from the Queenelle to Horseshy as from a point on the C. P. R. to Horseshy. He wished to refer again to the telegrams sent out the other day, in which the Premier had stated that there was no British Pacific in the bill. Now Mr. Rithet had plainly declared that this is part of the scheme which, under the name of the British Pacific, he has been so greatly interested in.

Hon. Mr. Turner justified his statement in the telegram that there was "no British Pacific" in this bill; on the ground that the proposition before the House last year was for an annual expenditure of \$240,000, whereas a total of \$80,000 for all the roads is all that is contemplated by this bill.

Mr. Smith held that freight will have, in a great measure, to come from the East, and it would certainly be shorter to start up into Cariboo from Asteroft than to come through to Vancouver on the C. P. R., go up to Bute Inlet, and then in to Cariboo.

Mr. Adams remarked that if some of the members who were opposing this section would take of the skirts they would find the C. P. R. brand underneath.

Mr. Kennedy said that the British Pacific was concealed in this bill. He wished to show how the Government had tried to belittle him the other day. The Premier telegraphed to the Mayor of New Westminster, and he sent out word and called a meeting, at which there were just 29 persons present, besides the City Council, making a total of 40, several of whom were coming and going during the progress of the meeting. When the vote was taken about 25 were present. Their resolution was held up as an expression of opinion from the 1,400 voters of the city but this he refused to admit. He represents the men who work in the streets equally with those who draw their money from real estate, and he knew that the voters of his constituency have with some then to wish him to vote for any and measure on the strength of a resolution from a meeting held without knowledge of the circumstances.

Mr. Sword's amendment was defeated on a division.

Mr. Williams moved as an amendment to strike out (b). But in no case shall the subsidy hereafter authorized to be granted be applied in aid of any undertaking under the charter granted to the British Pacific Railway Company.

This amendment was defeated, and the subsection was passed.

THE COAST SECTION.

The Premier moved to strike out subsection "e" and insert the following: "(e) For a railway from the coast, in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately two hundred and thirty miles."

Mr. Cotton objected to the wording of this amendment, on the ground that it would shut out any communication with Vancouver or Westminster. This was a piece with the careless manner in which the bill had been drawn.

Near 6 p.m. the committee rose and reported progress.

The Speaker informed the House that he had received a letter from Mrs. Kitchen thanking the members for their kindness in connection with the death of her husband, the late member for Chilliwack.

At 8.15 p.m. the House again went into committee on the Loan Bill.

Mr. Helmcken said he hoped the Premier would see his way to grant some assistance to the Vancouver, Victoria & Eastern Railway and Navigation Co. Hon. Mr. Turner replied that at the present time he did not think it would be advisable to mention any company in particular in connection with this subsidy.

The subsection as amended by the Premier was adopted after further discussion.

On section 9 Hon. Mr. Turner moved an amendment to the effect that agreements for the construction of railways under this act may be entered into with any person or company.

Mr. Sword wished for some explanation. Under the bill as introduced the wording was "any company or companies." Now it was proposed to make it

"any person or company." Why was the change made?

Hon. Mr. Turner said it would simply enable the Government to deal more easily with the matter.

Mr. Cotton said that as he read it, the amendment simply allowed the Government to deal with persons having no railway charter at present.

Hon. Mr. Turner said there was a further amendment to come in allowing any person or company to take advantage of this act.

The section was adopted as amended.

On section 10 Mr. Sword moved an amendment to the effect that any company which had already received a land grant, should give up the same on receipt of any subsidy under the act under discussion.

Hon. Mr. Turner thought it would not be wise to throw such an obstacle in the way.

This amendment was negatived after discussion, Messrs. Smith and Walkem voting with the Opposition.

Mr. Turner moved as a new section:

"11. No person, firm or company shall be entitled to a subsidy for the construction of a line between the vicinity of English Bluff aforesaid and Penticton, except on condition that the company applying for same shall enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor-in-Council, to construct and operate daily between the vicinity of said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers."

Mr. Cotton asked the Minister of Education to rule on the phrase "to construct and operate daily."

Hon. Mr. Baker suggested the insertion of a comma as a remedy. He stated that the Mayors of the Mainland cities had asked for the amendment. Mr. Macpherson asked if the Government had the signature of the Mayors of Vancouver and Westminster to this effect, and Hon. Mr. Turner replied in the affirmative. The section was adopted.

On section 12, Mr. Cotton pointed out that something must be done in the way of a very expensive bridge over the Fraser before Vancouver can have connection with this road. Some clause should be inserted that any company building this road must touch Vancouver. Mr. Williams supported the view of Mr. Cotton. If Mr. Rithet built this road he would start from Victoria, build the road through to Boundary and say to Vancouver, the commercial centre of the Province, "build your little road yourself." Something ought to be done for Vancouver. Mr. Kennedy supported the views of the last speaker. Hon. Mr. Turner read from the charter of the Vancouver, Victoria and Eastern to show that the fears of hon. members were groundless. Mr. Kennedy pointed out that it was supposed to be an open question as to who would get the building of this road. Mr. Cotton urged that some provision should be made to bring Vancouver definitely within the operation of the bill. Section 12 then passed.

OPEN TO ALL CORNERS.

Hon. Mr. Turner moved as a new section: "That any person or company receiving the benefit of the provisions of this act as to any of the proposed railways, and duly executing all agreements in that behalf, shall be and become thereby entitled and authorized to construct, maintain and operate a line or lines of railway with all usual and incidental powers in that behalf between any of the points mentioned in this act to be more particularly defined in any agreements made thereunder subject to the provisions of the British Columbia Railway Act."

Hon. Mr. Eberts, in answer to Mr. Williams' request for an explanation, said the effect of this provision would be that if the companies now having charters to build any of these roads could not build them, it would leave the hand of the Government to assist any company prepared to go on with the work. Mr. Helmcken opposed legislation of this class. Mr. Williams also opposed the section. Mr. Cotton was

inclined to support the section, as it might enable a bona fide company to construct the Penticton road. It was a step in the direction of free trade in railways—if any man wants to build a railway, let him build it.

The section was adopted, subject to reconsideration after being seen in print.

Hon. Mr. Turner moved as a new section the following: "No subsidy shall be granted to the railway mentioned in subsection (c) of clause 8 of this Act unless proper connection is made with the cities of Vancouver and New Westminster." This was agreed to.

Mr. Helmcken moved a new section the effect of which was that the Government could acquire the subsidies railways upon terms. Hon. Mr. Turner was of opinion that the amendment, if adopted, would very much prejudice the chance of financing the line. The section was allowed to be put in the bill, but will be fully reconsidered before the bill passes.

The committee rose and reported progress.

VOTES

Legislative As

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Prayers by the Rev. Percival

Mr. Rithet presented a Report on land claim of Ruckles Bros., as

MR. SPEAKER:

Your Special Committee on

1. That the land referred records of the Land Office show
2. That the original application 640 acres, but both the sketch incorrect, and did not cover the corrected in the Lands and Work include the land in dispute.
3. That the Committee have the Land Office, of the pre-empt
4. That the land in dispute and is not returned on the survey
5. That the purchaser of the
6. That the records of the by Miss Davey appear to be in

* The Report was received on

Huff, Smith, Kellie, Mutter, Helmcken, Baker, Turner, Martin,

Kennedy, Hume, Forster, Macpherson, Kidd, Sword,

2

Mr. Booth presented the Tw follows:—

MR. SPEAKER:

Your Select Standing Committee report as follows:—

Your Committee have considered the Water Company, Limited, and Bill of the Revelstoke Waterworks, El preambles thereof respectively prov

The Report was received.

company." Why was it said it would sim-

ment to deal more ter. hat as he read it, ly allowed the Gov- h persons having no

present. id there was a fur- come in allowing any to take advantage of

adopted as amended. t. Sword moved an- fect that any com- dy received a land up the same on re- under the act under

thought it would not uch an obstacle in

was negated after Smith and Walkem position.

as a new section: m or company shall bdy for the cou- between the vicinity said and Penticton, that the company shall enter into an per assurance ent- eutenant-Governor- ruct and operate cinity of said Eng- ver Island, at the at, a suitable steam portation of cars, ra.

the Minister of Edu- the phrase "to con- tially."

suggested the inser- t. He stat- s of the Mainland r the amendment. ed if the Govern- ure of the Mayors 'minister to this r. Turner replied in e section was ad-

Cotton pointed out t be done in the sive bridge over ancouver can have road. Some clause that any company that touch Vancou- r. Rithet built this from Victoria, build Boundary and say commercial centre ld your little road ough to be done Kennedy support- last speaker. Hon. om the charter of ria and Eastern to s of hon. members t. Kennedy pointed osed to be an open ould get the build- Cotton urged that d be made to bring within the opera- ion 12 then passed. L COMERS.

oved as a new sec- person or company y of the provisions y of the proposed xecuting all agree- f, shall be and be- d and authorized in and operates a way with all usual rs in that behalf points mentioned in particularly defined ade thereunder sub- s of the British Col-

in answer to Mr. r an explanation is provision would ples now having y of these roads a, it would be the ment to assist any to go on with the n opposed legisla- Mr. Williams also Mr. Cotton was

the section, as it e hide company to t on road. It was ion of free trade in an wants to build build it.

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Hon. Mr. Turner moved as a new section the following: "No subsidy shall be granted to the railway mentioned in subsection (c) of clause 8 of this Act unless proper connection is made with the cities of Vancouver and New Westminster." This was agreed to.

Mr. Helmcken moved a new section, the effect of which was that the Government could acquire the subsidised railways upon terms. Hon. Mr. Turner was of opinion that the amendment, if adopted, would very much prejudice the chance of finalising the lines. The section was allowed to be put in the bill, but will be fully reconsidered before the bill passes.

The committee rose and reported progress.

No. 48.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Tuesday, 20th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Percival Jenns.

Mr. Rithet presented a Report from the Select Committee appointed to inquire into the land claim of Ruckles Bros., as follows:

LEGISLATIVE COMMITTEE ROOM,
20th April, 1897.

MR. SPEAKER:

Your Special Committee on land claimed by Ruckles Bros. beg leave to report as follows:

1. That the land referred to was unsurveyed, unreserved, and unoccupied (so far as the records of the Land Office shew), within the meaning of the Land Act.
2. That the original application of Ruckles Bros., dated 19th November, 1891, was for 640 acres, but both the sketch plan and description of the land accompanying same were incorrect, and did not cover the land intended to be applied for. The description was corrected in the Lands and Works Department when the original record was issued, and did include the land in dispute.
3. That the Committee have examined the original surveyor's notes in the possession of the Land Office, of the pre-emption of Ruckles Bros., and several witnesses.
4. That the land in dispute is not included in the acreage surveyed for Ruckles Bros., and is not returned on the surveyor's plan as part of their pre-emption.
5. That the purchaser of the land in dispute owns the adjoining section, No. 328.
6. That the records of the Lands and Works in connection with the purchase of the lands by Miss Davey appear to be in accordance with the requirements of the "Land Act, 1895."

R. P. RITHET,
Chairman.

* The Report was received on the following division:—

YEAS:			
Messieurs			
Huff,	Helmcken,	Rithet,	Pooley,
Smith,	Baker,	Adams,	Bryden,
Kellie,	Turner,	Booth,	Rogers,
Mutter,	Martin,	Stoddart,	Irving—16.
NAYS:			
Messieurs			
Kennedy,	Macpherson,	Williams,	Graham,
Hume,	Kidd,	Semlin,	Walkem—11.
Forster,	Sword,	Cotton,	

2

20TH APRIL.

1897

Mr. Booth presented the Twenty-ninth Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 20th, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee have considered Bill (No. 6) intituled "An Act to Incorporate the Trail Water Company, Limited," and Bill (No. 31) intituled "An Act respecting the Incorporation of the Revelstoke Waterworks, Electric Light and Power Company, Limited," and find the preambles thereof respectively proved, and submit the same herewith with amendments.

J. P. BOOTH,
Chairman.

The Report was received.

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Mr. Semlin as a question of privilege said he had heard from Chilliwack that the writ had been issued for the election of a member to fill the vacancy caused by the death of Mr. Kitchen. He wished to know if that was true. His information, contained in a telegram received before 10 o'clock this morning, was that the nomination had been fixed for April 30, and the election for May 8. The returning officer there must have received some instructions from somewhere. He asked for all information in the possession of the government.

Mr. Speaker said he had signed the warrant to the registrar of the Supreme court to issue the writ about 12 o'clock this morning.

Mr. Semlin said he had been informed that the writ was issued on Saturday, and the registrar of the Supreme court had informed him that he believed the writ had been issued on Saturday. For any further information he was referred to the Provincial Secretary.

Mr. Speaker: I have no knowledge whatever of this matter. Maybe the hon. member has been misinformed in regard to this matter.

Hon. Mr. Eberts said the writ was issued on Saturday last, but he had been informed that day that the formalities laid down had not been complied with as Mr. Speaker's warrant was not issued before to-day. That being the fact the writ would be withdrawn and a new one issued.

Mr. Sword said that it seemed to him that there had been gross disrespect to Mr. Speaker in this matter.

Dr. Walkem said the question arose how the registrar came to issue the writ without property authority? In doing so he treated the house with a certain amount of disrespect. He claimed that the Attorney-General had tried to steal a march on them in regard to the election.

Mr. Semlin was not satisfied with the reply of the Attorney-General. He believed the Attorney-General was not instructed in the matter before the morning. If that was so, on whose authority was the registrar instructed to issue the writ?

Hon. Col. Baker said the Attorney-General was consulted, and he had told them an oversight was made.

An Hon. Member—When was he consulted?

Hon. Col. Baker—On Saturday morning at 10 o'clock. Now the hon. gentleman has got it straight. (Laughter.)

Hon. Premier Turner said it was a very good thing that the hon. opposition gentlemen had got something to talk about. They were generally so short on subjects. (Hear, hear.)

Major Mutter—Hear, hear. (Laughter.)

Hon. Premier Turner sympathized with them. As had been already said, there had evidently been an oversight.

Mr. Forster—On whose part?

Hon. Premier Turner—"If one is in it the whole lot of us are in it." (Laughter.) He did not want to back out of anything of that sort, and he certainly knew as much about it as anybody else. The whole matter was certainly an oversight. The thing he felt most about was that it should in any way be considered as a slight on Mr. Speaker. (Hear, hear.) He felt sure that he would not consider it in that light, and that he would believe it was an error. An hon. member had declared that the government had tried to steal a march. He thought that might better be said of the opposition. He understood that gentlemen who went up from here to attend Mr. Kitchen's funeral had been very zealous, for even at that time—when politics should have been kept out—they had taken steps towards seeing how they could work in at the bye-election.

Major Mutter—Hear, hear. (Laughter.)

Mr. Williams said they must accept the explanation, but it did seem as if the government had tried to steal a march on the opposition.

After some further talk the matter was dropped.

Mr. R. P. Rithet presented the report of the special committee on land claimed by Ruckles Bros. as follows:

1. That the land referred to was unsurveyed, unreserved and unoccupied, so far as the records of the land office show and within the meaning of the act.
2. That the committee have examined the original surveyor's notes in the possession of the land office of the pre-emption of Ruckles Bros., and several witnesses.

The Hon. Mr. Martin presented a Return of copies of all correspondence between the Government and any person or persons in relation to the acquisition of land in connection with the *Louisa* and *Blue Jay* mineral claims, in *Slocan*, as a Crown Grant.

The Hon. Colonel Baker presented papers respecting the desirability of increasing the capitation tax on Chinese entering the Dominion, and submitting that British Columbia is entitled to three-fourths of such revenue.

The Hon. Mr. Eberts presented all papers, letters and writings relating to the security required to be deposited by the *Columbia and Western Railway Company* under section 3 of the "Columbia and Western Railway Subsidy Act, 1896," and all Orders in Council relating thereto.

Mr. Smith presented the Second Report from the Select Standing Committee on Mining, as follows:—

LEGISLATIVE COMMITTEE ROOM,
20th April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Mining beg leave to report as follows:—
Proposed amendments to the "Placer Mining Act, 1891," and amending Acts.

A. W. SMITH,
Chairman.

The Report was received.

The following Bills were introduced, read a first time, and *Ordered* to be read a second time to-morrow:—

By the Hon. Mr. Eberts—Bill (No. 66) intituled "An Act respecting the Revised Statutes of British Columbia."

By the Hon. Mr. Eberts—Bill (No. 70) intituled "An Act to amend the 'Small Debts Act, 1895.'"

By Mr. Smith—Bill (No. 72) intituled "An Act to further amend the 'Placer Mining Act, 1891.'"

Bill (No. 54) intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works," was again committed.

Bill reported complete with amendments.

Report to be considered to-morrow.

60 VICT.

20TH APRIL.

The following Bills were read a second time and *Ordered* to be committed to-morrow:—
Bill (No. 67) intituled "An Act to amend the 'Revenue Tax Act.'"

Bill (No. 69) intituled "An Act to amend the 'Horticultural Board Act, 1894.'"

The Hon. Col. Baker moved—That Bill (No. 71) intituled "An Act for securing the Safety and Good Health of Workmen engaged in or about the Metalliferous Mines in the Province of British Columbia by the appointment of an Inspector of Metalliferous Mines," be read a second time now.

A debate arose, which was adjourned until to-morrow.

Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," was again committed.

Reported complete with amendments.

Report to be considered to-morrow.

The following Bills were read a second time and *Ordered* to be committed to-morrow:—

Bill (No. 11) intituled "An Act to Incorporate the South Kootenay Water-Power Company."

Bill (No. 5) intituled "An Act to Incorporate the Cascade Water, Power and Light Company, Limited."

Bill (No. 59) intituled "An Act to amend the 'Wide Tire Act, 1893,'" was again committed.

Progress reported.

Committee to sit again to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 5:55 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

Mr. Helmcken to move, in Committee of the Whole on Bill No. 11 (The South Kootenay Water Power Company Act, 1897,) to amend the said Bill as follows:—

To amend the preamble by adding the words "in part" after the word "grant" in the 86th line thereof.

To amend section 3 by adding the following new sub-sections after sub-section (4) thereof:—

"(5.) 'Directors' shall mean the Directors assembled at a Board duly constituted and convened, or, as the case may be, the Directors from time to time of the Company."

"6. 'Board' shall mean a meeting of the Directors duly convened at which a quorum at least is present."

To amend section 9 by striking out the words "next preceding," in the 4th line thereof, and adding the figure "7" after the word "section" in the said 4th line.

3. That the original application of Ruckles Bros., dated November 10, 1896, was for 640 acres, but that the original plan and description of the land accompanying the same was lost, and that the same was not applied for. The description was corrected in the lands and survey department when the original report was issued, and did include the land in dispute.

4. That the land in dispute was not included in the acreage surveyed for Ruckles Bros., and is not returned on the surveyor's plan as part of their pre-emption.

5. That the purchaser of the land in dispute owns the adjoining section, No. 338.

6. That the records of the lands and works in connection with the purchase of the land by Miss Davis appear to be in accordance with the requirements of the Land Act, 1895.

Mr. Graham claimed that the investigation had not gone far enough, and he urged that the report should not be received.

Mr. Williams said the report was a majority report. He agreed with the hon. member who had just spoken that the investigation had not gone far enough and the report should not be received.

Hon. Mr. Martin said the Ruckles' brothers case had been very carefully considered, and the greatest care had been taken to see that no injustice was done. They were not the injured parties the hon. gentleman (Mr. Williams) tried to make out. They recognized themselves that they had no right to the few acres in dispute because they never paid

taxes on them, though they paid taxes on the rest of the property. He saw no reason why the report should not be received.

Mr. R. R. Rithet defended the report of the committee, and said that the evidence taken conclusively proved that the section of the officials of the lands and works department had been entirely in accordance with the law.

Mr. Bryden as a member of the committee was satisfied that the surveyor who surveyed the land never intended that the land in dispute should be included in Ruckles Bros' pre-emption.

After some further debate, Hon. Premier Turner said when this matter came up on the budget debate attacks were made on the lands and works department and the matter was taken as an excuse to roast the Chief Commissioner. The opposition had endeavored to show that the Chief Commissioner had not conducted his department in the manner laid down by law.

This committee was then appointed and the opposition were disappointed with the report. They felt at the time of the budget that they would be able to make out their charges against the Chief Commissioner or his department, and now they were grievously disappointed. The report of the committee showed that the law was carried out precisely in accordance with the Land Act and it justified the course which had been taken by the Chief Commissioner. That being so, the gentlemen who made charges against the Chief Commissioner owed him an abject apology for the way they treated him. (Hear, hear.)

The report was received on a vote of 16 to 11.

The following bills were read a first time after being introduced by the hon. members named:

By Hon. Mr. Eberts—A bill respecting the revised statutes of British Columbia.

By Hon. Mr. Eberts—An act to amend the Small Debts Act, 1895.

By Mr. Smith—An act to amend the Placer Mining Act, 1891.

Hon. D. M. Eberts presented a return relating to the security required to be deposited by the Columbia & Western Railway Co. under section 3 of the Columbia & Western Railway Subsidy Act, 1896, and the orders-in-council relating thereto.

Hon. G. B. Martin presented a return of correspondence between the government and other persons in relation to the acquisition of land in connection with the Louisa and Blue Jay mineral claims in Slocan as a crown grant.

Hon. Col. Baker presented returns of papers respecting the desirability of increasing the capitation tax on Chinese entering the Dominion, and submitting that British Columbia is entitled to three-fourths of such revenue. The return consists of an extract of a report from the Dominion Privy Council, approved April 7, 1897, stating in reply to the request of the province:

"The Minister of Trade and Commerce, to whom the matter was referred, sub-

To amend section 14 by adding shall have priority over all notices of sources made since the 3rd day of passage of this Act."

Mr. Helmcken to move, in Committee of the Whole on Bill No. 11 (The South Kootenay Water Power Company Act, 1897,) to amend the said Bill as follows:—

To amend the preamble by adding 90th line thereof.

4

To amend section 3 by adding the of:—

"(5.) 'Directors' shall mean the convened, or, as the case may be, the D

"(6.) 'Board' shall mean a meeting least is present."

To amend section 9 by striking out and adding the figure "7" after the wo

To amend section 12, sub-section thereof, the words and figures "of the amendments thereof."

To amend section 34, on the first "section," and adding the word and figu

Mr. Helmcken to move, on the cons add as a new section, to be known as se

"19. The Lieutenant-Governor in C notice to the company, may acquire any paying to the company therefor:

"(a.) Should the railway be taken o payment of the subsidy, the an tion over and above the amount aid which may be obtained from or corporation, together with s receipts over working expenses,

"(b.) Should the railway be taken o the railway may at that time be by the Province and without and an additional amount of ter

"(c.) In either event, the debts and shall be deducted from the amo to be paid to the Company."

On this similar representations have on various occasions, been made by the legislature of British Columbia, which have been adversely reported upon by his predecessors, and having himself carefully considered the matter he is not prepared to recommend any change in the present law having reference to the capitation tax upon Chinese or with reference to the payment to that province of any greater portion of such tax than is now provided for."

The house went into committee on the Loan bill, Mr. Stoddart in the chair.

Mr. Sword moved to reconsider section 19, as follows:

"19. The Lieutenant-Governor in Council, at any time hereafter on giving two years' notice to the company, may acquire any line of railway to which a subsidy has been granted, paying to the company therefor:

"(a.) Should the railway be taken over at any time within ten years from the date of the payment of the subsidy, the amount of money bona fide expended in actual construction over and above the amount of the subsidy herein authorized, and any additional aid which may be obtained from the Dominion government or any other government or corporation, together with such further sum as, after allowing for any surplus of receipts over working expenses, will make up five per centum per annum: or

"(b.) Should the railway be taken over at any time after the aforesaid date such sum as the railway may at that time be valued at, without making any allowance for the value of the franchise, and an additional amount of ten per centum on such valuation.

Hon. Mr. Turner thought the clause had much better be left out. It was not in the interest of the province, nor was it likely to prove beneficial to those who might wish to build the line. They did not want to interfere with the financing of these lines, but that was what the clause would do.

Mr. Sword argued that it was extremely necessary to have the clause in.

Mr. R. E. Rithet said such a clause as this would hamper the construction of the railways and would virtually defeat the object the government had in view. He moved that the clause be struck out.

Mr. Cotton said if the clause was struck out the government should at least have power to acquire the Pacific-Union-Boundary line.

After a long discussion the clause was struck out.

original... dated November 29, 1897...
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The opposition had en- w that the Chief Com- not conducted his depart- nner laid down by law. e was then appointed and ey felt at the time of the y would be able to make are against the Chief r his department, and grievously disappointed. f the committee showed as carried out precisely in h the Land Act and it course which had been chief Commissioner. That gentlemen who made the Chief Commissioner bject apology for the way im. (Hear, hear.)
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Martin presented a return use between the govern- persons in relation to the land in connection with d Blue Jay mineral claims crown grant.
aker presented returns of ing the desirability of in- lation tax on Chinese en- lation, and submitting that bia is entitled to three- ch revenue. The return extract of a report from Privy Council, approved stating in reply to the province: [unclear]
of Trade and Commerce, latter was referred, sub-

To amend section 14 by adding after sub-section (c) thereof the words and figures, "it shall have priority over all notices of and applications made for records of waters from any such sources made since the 3rd day of December, 1896, and not completed by record prior to the passage of this Act."

Mr. Helmcken to move, in Committee of the Whole on Bill No. 12 (Okanagan Water Power Company) to amend the said Bill as follows:—

To amend the preamble by adding the words "in part" after the word "grant" in the 90th line thereof.

4 20TH APRIL 1897

To amend section 3 by adding the following new sub-sections after sub-section (4) there- of:—

"(5.) 'Directors' shall mean the Directors assembled at a Board duly constituted and convened, or, as the case may be, the Directors from time to time of the Company."

"(6.) 'Board' shall mean a meeting of the Directors duly convened at which a quorum at least is present."

To amend section 9 by striking out the words "next preceding" in the 4th line thereof, and adding the figure "7" after the word "section" in the said 4th line.

To amend section 12, sub-section (f), by adding after the figures "42," in the 51st line thereof, the words and figures "of the 'Water Clauses Consolidation Act, 1897,' and any amendments thereof."

To amend section 34, on the first line thereof, by adding the letter "s" after the word "section," and adding the word and figures "and 18" after the figures "17."

Mr. Helmcken to move, on the consideration of the Report on Bill No. 54 (Loan Act), to add as a new section, to be known as section 19:—

"19. The Lieutenant-Governor in Council, at any time hereafter on giving two years' notice to the company, may acquire any line of railway to which a subsidy has been granted, paying to the company therefor:

"(a.) Should the railway be taken over at any time within ten years from the date of the payment of the subsidy, the amount of money bona fide expended in actual construction over and above the amount of the subsidy herein authorised, and any additional aid which may be obtained from the Dominion Government or any other Government or corporation, together with such further sum as, after allowing for any surplus of receipts over working expenses, will make up ten per centum per annum: or

"(b.) Should the railway be taken over at any time after the aforesaid date, such sum as the railway may at that time be valued at, less the amount of the subsidy contributed by the Province and without making any allowance for the value of the franchise, and an additional amount of ten per centum on such valuation:

"(c.) In either event, the debts and bonded indebtedness of said railway to be purchased shall be deducted from the amount of the purchase money, and the balance (if any) to be paid to the Company."

mits that similar representations have, on various occasions, been made by the legislature of British Columbia, which have been adversely reported upon by his predecessors, and having himself carefully considered the matter he is not prepared to recommend any change in the present law having reference to the capitation tax upon Chinese or with reference to the payment to that province of any greater portion of such tax than is now provided for."

The house went into committee on the Loan bill, Mr. Stoddart in the chair.

Mr. Sword moved to reconsider section 19, as follows:

19. The Lieutenant-Governor-in-Council, at any time hereafter on giving two years' notice to the company, may acquire any line of railway to which a subsidy has been granted, paying to the company therefor:

"(a.) Should the railway be taken over at any time within ten years from the date of the payment of the subsidy, the amount of money bona fide expended in actual construction over and above the amount of the subsidy herein authorised, and any additional aid which may be obtained from the Dominion government or any other government or corporation, together with such further sum as, after allowing for any surplus of receipts over working expenses, will make up five per centum per annum: or

"(b.) Should the railway be taken over at any time after the aforesaid date such sum as the railway may at that time be valued at, without making any allowance for the value of the franchise, and an additional amount of ten per centum on such valuation."

Hon. Mr. Turner thought the clause had much better be left out. It was not in the interest of the province, nor was it likely to prove beneficial to those who might wish to build the line. They did not want to interfere with the financing of these lines, but that was what the clause would do.

Mr. Sword argued that it was extremely necessary to have the clause in.

Mr. R. F. Rithet said such a clause as this would hamper the construction of the railways and would virtually defeat the object the government had in view. He moved that the clause be struck out.

Mr. Cotton said if the clause was struck out the government should at least have power to acquire the Penticton-Boundary line.

After a long discussion the clause was struck out.

Mr. Kellie urged that the Lardeau country should be given a railway. He had received a telegram from the upper country asking for a subsidy for a line through the Lardeau district.

Hon. Premier Turner quite agreed that the Lardeau district was a very important one and that the district might turn out to be just as good as any other mineral region. In the matter of railways, however, they had to do a little at a time. He thought a railway through the Lardeau country was one that they would have to consider at an early date, but they had gone far enough in the matter of railways this session.

The committee rose and reported the loan bill complete with amendments.

Mr. Semlin rose to a question of privilege. He said: "I see by the report in the Colonist this morning in reference to the debate yesterday on the motion of the hon. member for Victoria (Mr. Helmcken) regarding cabinet representation, that I am made to say I did not think there was a British Columbia member competent for a position in the cabinet. I must have been very unfortunate in the selection of my language if the reporter could have honestly received any such impression from what I said. I said the members for the province in the Dominion house were politically inexperienced men. They may all of them be competent in the future of becoming cabinet

ministers. I certainly wish to correct a mistake so injurious to these gentlemen as that."

Hon. Premier Turner moved the second reading of the Revenue Tax Amendment Bill. The simple object was to encourage young men to join the militia, and therefore they would be under the act relieved from paying the revenue tax. There was an impression that clergymen were exempted by this amended act. That was a mistake. They were exempted already.

Mr. Sword asked if the act would apply to the tax collected by the cities?

Hon. Premier Turner said—"I understand that city militiamen will be relieved under the Municipal Act, the amendment to which will shortly come before the house. There are some who live outside cities, and this amendment is to meet their case."

Dr. Walkem considered that a clause should be put in the act to relieve men over a certain age from the tax.

Hon. Premier Turner feared that was impracticable. The government did not collect from indigent old men.

The bill was read a second time.
Hon. Premier Turner moved the second reading of the bill to amend the Horticultural Board Act, 1894. He said the object was to reduce the number of districts into which the province was divided from five to three. The expense in connection with the work would also be reduced.

The second reading was agreed to.

Hon. Col. Baker moved the second reading of the bill providing for the appointment of an inspector of metalliferous mines. He said it was very necessary owing to the mining development and for the protection of those engaged in the mines that this bill should be passed.

Mr. Bryden opposed the bill in its present shape. He did so because there were no rules for the guidance of the inspector or for the safety of the miners. It was a well known thing that the conditions in each mining locality were vastly different, and the special rule should be framed by the mine owners and managers for each district.

Mr. Semlin had intended to vote for the bill, but he was placed in a dilemma on hearing the speech of the hon. member for N. Nanaimo. He was not sure now whether to vote for it or not.

Hon. Mr. Turner said the government would consider what changes could be made, and he therefore moved the adjournment of the debate. This course was agreed to.

The house went into committee on the B. C. Yukon Railway Bill. It was reported complete with amendments.

The Cascade Water, Power and Light Company's bill was read a second time.

The house went into committee on the Wild Fire Act. Mr. Braden in the chair. A number of hon. members objected to the bill being applied to their districts, and several attempts were made to kill the measure. After much discussion the committee rose and reported progress and asked leave to sit again.

Mr. Williams asked the Attorney-General when there would be brought down amendments to the Supreme Court Act.

Hon. Mr. Eberts said that amendments were being prepared.

The house adjourned at 8 p.m.

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ANOTHER IRREGULARITY.

Mr. Semlin, rising to a question of privilege, asked what steps had been taken with reference to the election in Chilliwack. He had just received word from that constituency that the writ had been issued and nomination day and election day fixed. He wished to know if such was the case.

The Speaker said he had no knowledge of what Mr. Semlin had asserted. He was notified of the vacancy by Hon. Mr. Martin and Hon. Col. Baker. He had signed the warrant and sent it to the registrar of the supreme court as directed by the act. That was all he knew about the matter.

Mr. Semlin then said he must be misinformed, as so one but the Speaker could issue the writ.

The Speaker replied that he hardly knew what his duties were in connection with a vacancy when the house was in session.

Mr. Williams quoted from the act to show that the writ can only be issued by the Speaker. Mr. Williams said that the writ had been issued before the Speaker was officially notified of the vacancy, and Col. Baker knew all about it.

Hon. Col. Baker—You are jumping at conclusions.

Mr. Forster—Will Col. Baker say he knows nothing about it?

Mr. Semlin then read the following telegram from Chilliwack: "Nomination has been fixed for April 30th; election day for May 8th."

The Speaker said he knew nothing whatever about the information in the telegram.

Mr. Semlin said that a certain course was laid down in the constitution and that course had not been adhered to.

The Speaker then said the telegram might be incorrect.

Mr. Semlin said that when he received the telegram he at once went to see the registrar of the supreme court. That gentleman informed him that he believed a writ had been issued on Saturday, and had referred him to Col. Baker for further information.

Hon. Col. Baker said the whole thing would be explained by the attorney-general when he came to the house.

Hon. Mr. Eberts said the writ had been issued on Saturday last, but his attention had been called to the fact that the formalities of the law had not been complied with. Such being the case the writ would have to be recalled and another writ issued. As the Speaker's warrant had not been issued until to-day, the writ issued on Saturday was irregular.

Mr. Sward pointed out that the attorney-general had not informed the house on whose authority the irregular writ had been issued. "One would infer from Mr. Eberts' remarks that the Speaker had been guilty of an irregularity. If the Speaker was not to blame, they wanted to know who were the guilty parties, and who had treated the Speaker with disrespect."

Dr. Walkem stated that a certain course was laid down in the constitution, but the constitution had been overruled. If this were continued, it would result in a state of anarchy instead of a system of organized government. He would like to know how the registrar issued the writ without proper authority. The government's sole object was to steal a march on the opposition.

Mr. Semlin was not satisfied with the attorney-general's explanation. The attorney-general had not said who overruled the authority of the Speaker. If Mr. Eberts were not informed of the matter until this morning, it would be interesting to know who was responsible.

Mr. Forster—The attorney-general should be given credit for taking the blame on his shoulders. We know who it is to blame.

Hon. Col. Baker—Mr. Eberts was consulted on Saturday afternoon.

Mr. Kennedy stated that officials could not be expected to do their duty when the provincial secretary violates the law.

Hon. Mr. Turner—The whole thing was an oversight. If one of us is in it, the whole of us are in it. (Laughter.) He would take his share of the blame. No one intended any disrespect to the Speaker.

Dr. Walkem—It is one of those strategic movements to the rear. (Laughter.)

Hon. Mr. Turner said they were not trying to steal a march on the opposition. He was told that a certain member of the opposition who went to Mr. Kitchen's funeral, was active in preparing for the bye-election.

Major Muttar—Hear, hear. (Loud laughter.)

Mr. Williams asked the Speaker when he was officially notified of the vacancy.

The Speaker said on the 17th, and his warrant was issued on the 20th.

Mr. Williams said it was strange that the government had complied with a portion of the very section which they had broken.

RUCKLE BROS.

Mr. Rithet presented the following report from the select committee appointed to investigate the Ruckle Bros. land dispute:

1. That the land referred to was unsurveyed, unreserved and unoccupied, so far as the records of the land office show and within the meaning of the act.

2. That the committee have examined the original surveyor's notes in the possession of the land office of the pre-emption of Ruckle Bros. and several witnesses.

3. That the original application of Ruckle Bros., dated November 19, 1891, was for 640 acres, but both the sketch plan and description of the land accompanying the same were incorrect and did not cover the ground intended to be applied for. The description was corrected in the lands and works department when the original record was issued, and did include the land in dispute.

4. That the land in dispute is not included in the acreage surveyed for Ruckle Bros., and is not returned on the surveyor's plan as part of their pre-emption.

5. That the purchaser of the land in dispute owns the adjoining section No. 328.

6. That the records of the lands and works in connection with the purchase of the land by Miss Davey appear to be in accordance with the requirements of the land act, 1895.

Mr. Graham said the report should not be received, as the committee had not investigated to an extent that would do justice to all parties concerned.

Mr. Williams objected to the reception of the report. It was already a report of the majority, and was signed by neither Mr. Graham nor by himself. The only witnesses examined were officers of the lands and works department and Mr. Macdonald, who stated that the Ruckle Bros. had occupied the lands in dispute, and that it was the best part of their farm. Mr. Williams went fully into the matter. The report did not put the house into possession of all the evidence, and should not be received.

Hon. Mr. Martin and Messrs. Rithet and Bryden defended the report, and said that all evidence relevant to the dispute had been received.

Mr. Semlin maintained that the Ruckle Bros. had been treated unfairly and unjustly, and that the committee had not gone fully into the evidence.

Mr. Huff said the committee had been given every latitude, and the report was according to the evidence.

Hon. Mr. Turner said that the opposition owed an apology to the chief commissioner for their charges against him.

Mr. Forster reprimanded the premier for crediting the members of the opposition with words that they had never uttered in order that such misstatements would be made public.

Mr. Macpherson said the land act distinctly stated that no lands could be sold that were fit for cultivation, but in this case the chief commissioner sold the land that was under crop.

The report was then received on a straight party vote.

RAILWAY LOAN BILL.

The house went again into committee on the railway aid loan bill with Mr. Stoddart in the chair.

Hon. Mr. Turner thought that Mr. Helmcken's section dealing with the purchase of subsidized railways should be struck out altogether.

Mr. Sward held that the section was a most important one and should not be struck out.

Mr. Rithet said the clause would defeat the object of the bill. No one would put money into a road under a condition of that kind. When the control of rates was given to the government the interests of the public were amply safeguarded. He moved that the clause be struck out.

Mr. Cotton would like to see the clause remain. If it was defeated, he would like to see a clause inserted that would give the government the right to purchase the Penticton-Boundary railway.

Mr. Sward, speaking for himself, would rather see the subsidies to the companies increased than forego the right of purchase.

Mr. Pooley advocated that the clause should be struck out.

Mr. Forster strongly supported a clause giving the right to purchase subsidized railways.

Mr. Williams said that if the householders were protected there would be no objection to the clause. It was, in his opinion, a very necessary clause.

Mr. Macpherson quoted from railway reports to show that such a clause worked advantageously in Cape Colony.

Mr. Helmcken said the clause was subject to amendment, but the principle therein was a correct one. He did not wish to humper the government in bringing down a good, workable act. If the government would give an assurance that a similar clause would be introduced in the bill, he would be willing to withdraw his clause.

Mr. Smith said that every railway the government had anything to do with resulted in a loss to the province. Government railways never paid. He didn't believe in cash subsidies, but in land grants.

The clause was struck out. As introduced by Mr. Helmcken, it read as follows:

"The Lieutenant-Governor in Council, at any time hereafter on giving two years' notice to the company, may acquire any line of railway to which a subsidy has been granted, paying to the company therefor: (a.) Should the railway be taken over at any time within ten years from the date of the payment of the subsidy, the amount of money bona fide expended in actual construction over and above the amount of the subsidy heretofore authorized, and any additional aid which may be obtained

from the Dominion government or any other government or corporation, together with such further sums as, after allowing for any surplus of receipts over working expenses, will make up five per centum per annum, or should the railway be taken over at any time after the aforesaid date, such sum as the railway may at that time be valued at, without making any allowance for the value of the franchise, and an additional amount of ten per centum on such valuation."

Mr. Kellie, in response to telegrams from Kootenay, asked that an appropriation be inserted for a Larney railway.

Hon. Mr. Turner appreciated the force of Mr. Kellie's remarks, but the government had gone as far as it could during this session of the house.

The committee rose and reported the bill complete with amendments.

QUESTION OF PRIVILEGE.

Mr. Semlin, rising to a question of privilege, said the Colonist credited him with saying that there was not a British Columbia member competent to take a position in the federal cabinet. He must have been very unfortunate indeed in his language if it could be misconstrued into such a statement as that. All he did say was that the British Columbia members were all untried men.

REVENUE TAX.

Hon. Mr. Turner moved the second reading of the revenue tax act amendment bill. He said the object was to relieve militiamen from paying the poll tax.

Dr. Walkem said he thought at first that this was going to be an act to remove the mortgage tax. (Laughter.) He considered that a clause should be inserted referring men above a certain age of paying the tax. He knew of men over 75 years of age who were compelled to pay the revenue tax.

The second reading was then carried.

FORTY-EIGHTH DAY.

From Our Own Correspondent.

VICTORIA, April 20.—The railway aid bill went through committee to-day, and is now within measurable distance of becoming law. Vancouver and New Westminster are named in the bill and Mr. Helmcken's clause about Government buying is out of it. That clause in brief said that the Government might take over any line of railway to which a subsidy had been granted at any time within 10 years, but the Premier thought such a section might frighten capitalists so it was struck out. Mr. Cotton then desired to have a clause inserted allowing the Government to take over at least the Penticton-Boundary line within reasonable time, if they thought fit, but he could not get the Government to see the force of his argument. After the railway bill was disposed of the bill to exempt rural militiamen from paying revenue tax was given its second reading. Hon. Mr. Turner stated that an amendment would be made in the bill to free city militiamen from the like tax. Just before the House rose Mr. Williams asked the Attorney-General when amendments to the Supreme Court act would be brought down. The hon. member desired to see provision made in the bill to provide the sitting of the Full Court in Vancouver. Mr. Eberts said amendments were being prepared, but it is doubtful if the bill will go the length Mr. Williams desires.

Mr. SEMLIN as a question of privilege called attention to what he no doubt conceived to be irregularities in the matter of the Chilliwack writ. He said he had heard at 8:30 that morning from Chilliwack that the writ had been issued for the election of a member to fill the vacancy caused by the death of Mr. Kitchen. He wished to know if that was true. His information was that the nomination had been fixed for April 30th, and the election for May 8th. The returning officer there must have received some instructions from someone here and he wanted to know all about it.

Mr. SPEAKER said he had signed the warrant to the registrar of the Supreme Court to issue the writ about 12 o'clock this morning.

Mr. SEMLIN said he had been informed that the writ was issued on Saturday and the Registrar of the Supreme Court had informed him that he believed the writ had been issued on Saturday. For any further information he was referred to the Provincial Secretary.

Mr. SPEAKER—I have no knowledge whatever of this matter. May be the hon. member has been misinformed as to the date.

From Mr. Eberts' statement it was issued on Saturday last. It has come to my attention to-day that the formalities laid down have not been complied with, as Mr. Speaker's warrant was not issued before to-day. That being the fact the writ will be withdrawn and a new one issued. No harm will arise in postponing the matter, will there be any further expenditure?

Dr. WALKEM accused the Government of trying to steal a march in the election matter, while Mr. SWORD was disrespectful to the Speaker in the matter.

Mr. SEMLIN expressed dissatisfaction at Hon. Mr. Eberts' reply and said he did not believe the Attorney-General knew anything about the matter this morning. He hinted that Hon. Col. Baker knew all about it.

Hon. Col. BAKER said the Attorney-General was consulted on Saturday morning and as he had told the House an oversight was made.

Hon. Premier TURNER said: It is a good thing that hon. gentlemen have got something to talk about. They are generally so short of subjects. (Hear, hear.) There is a great deal of pathos thrown into the discussion of this matter. The member for South Nanaimo was almost in tears.

Dr. WALKEM—I look like 1 (Laughter.)

Hon. Mr. TURNER—I sympathize with him. I would only remark, as has been already said, that there has evidently been an oversight.

Mr. FORSTER—On whose part? Hon. Mr. TURNER—If one is in it the whole lot of us are in it. (Laughter.) I am sure I do not want to be out of anything of that sort and I certainly know as much about it as any body else. The whole matter was certainly an oversight. The thing I feel most about is that it should in any way be considered as a slight on a Speaker. (Hear, hear.) I feel sure that he will not consider it in that light and that he will believe it was an error.

The matter then dropped.

R. P. RITHET presented the report of the select committee on land claimed by Ruckle Bros., as follows: (1) That the land referred to was surveyed, unreserved and unoccupied so far as the records of the land office show and within the meaning of the act. (2) That the committee have examined the original surveyor's notes in the possession of the land office, the pre-emption of Ruckle Bros. and several witnesses. (3) That the original application of Ruckle Bros., dated Nov. 19, 1891, was for 640 acres, but both the sketch plan and description of the land accompanying same, were incorrect, and did not cover the land intended to be applied for. The description was corrected in the Lands and Works department, when the original record was issued, and did include the land in dispute. (4) That the land in dispute is not included in the acreage surveyed for Ruckle Bros., and is not returned on the surveyor's plan as part of their pre-emption. (5) That the purchaser of the land in dispute owns the adjoining section, No. 328. (6) That the records of the Lands and Works, in connection with the purchase of the land, by Miss Davey, appear to be in accordance with the requirements of the Land act, 1895.

Mr. WILLIAMS and Mr. GRAHA claimed that the report did not go far enough. They said it was only a majority report and could not be received. Other members of the committee all spoke and.

Hon. Mr. MARTIN said the Ruckle Bros. were not the injured parties. Hon. gentleman (Mr. Williams) tried to make out. Their case had been carefully considered and the greatest care had been taken to see that no injustice was done to them. The report he believed to be the only one which under the circumstances, could be brought in and it should certainly be received.

R. P. RITHET said the majority of the committee felt that the land in dispute had been administered in the proper way. As chairman of the committee he said that the evidence taken showed that the action of the officials of the Lands and Works Department had been quite in accordance with the Land Act.

Hon. Mr. TURNER said: When the matter came up on the budget debate attacks were made on the Lands and Works Department, and the matter was taken as an excuse to castigate the Chief Commissioner. The Opposition endeavored to show that the Chief Commissioner had not conducted the department in the manner laid down by law. This commissioner was then appointed, and the Opposition are disappointed with the report. They I at the time of the budget discussion that they would be able to make out their charges against the Chief Commissioner, or his department, and that they were grievously disappointed. The report of the committee shows that the law was carried out precisely in accordance with the Land Act, and it justified the course which had been taken by the Chief Commissioner.

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BAKER—I have no
ever of this matter. I
member has been misin
to this matter.

inspector had been passed, and the gentleman, when appointed, would go around to the different mining regions, seeing that the act was enforced and that the lives of miners were not endangered.

HON. MR. MARTIN said that great care had been taken to prevent any objection in this case.

THE SPEAKER ruled further discussion on the report out of order until the evidence had been printed.

MR. RITCHIE said the evidence had been taken informally.

THE SPEAKER said that if he had known he would have appointed a stenographer.

MR. RITCHIE said that the minority on the committee wished them to exercise powers which had not been accorded to them. He defended the action of the committee.

MR. BRYDEN also defended the action of the committee.

MR. SEMLIN objected to the report being received. He said there had been an injustice done to these men, and no evidence had been produced to prove that these men had not been treated unjustly. He could not vote for the report being received.

MR. HUFF continued the action of the Government in the whole matter.

HON. MR. TURNER said that the Opposition had relied on this matter to find some ground for a charge against the Chief Commissioner of Lands and Works. Now they were disappointed, and an apology from them would be in order.

MR. SWORD wished to know how land that had been cultivated could be held to be not fit for cultivation in the estimation of the Chief Commissioner. He would like the information before the apology named by the Premier was made.

MR. MACPHERSON would like to know how the Department could sell land with a standing crop thereon as land not fit for cultivation.

The report was received on division of 16 to 11.

REPRESENTATION OF CHILLIWACK.

MR. SEMLIN rose to a question of privilege. He would like to know what had been done to fill the vacancy in the House caused by the death of the member for Chilliwack. He had heard from Chilliwack that a writ had been issued. He inquired, contained in a telegram received before 10 o'clock this morning, whether the nomination had been fixed for April 30th, and the election for May 6th. The returning officer there must have received some instructions from somewhere. He asked for all information in the possession of the Government.

THE SPEAKER said that at the request of the Provincial Secretary and the Commissioner of Lands and Works he had at about 12 o'clock this morning issued the warrant to the Registrar of the Supreme Court.

MR. WILLIAMS said that he had been informed that a writ had been issued before the time mentioned by the Speaker.

He would like to have full particulars.

MR. SEMLIN again asked for an explanation of the method of procedure followed in this case. He said that he had seen the Registrar of the Supreme Court this morning, and had been by him informed that he (the Registrar) believed that a writ had been issued on Saturday. Was this a correct statement of the circumstances?

HON. MR. EBERTS said a writ had been issued on Saturday, but the formalities had not been complied with, as the Speaker's warrant was not issued until to-day. There was therefore nothing for it but to issue another writ.

MR. SWORD held that there had been great disrespect to the Speaker in this case.

DR. WALKER held it was an attempt by the Government to influence the result of the election.

MR. SEMLIN was not satisfied with the reply of the Attorney-General. Who had authority to order the Registrar of the Supreme Court to issue this writ?

HON. MR. TURNER said that there had evidently been an oversight. No slight whatever had been intended to the Speaker, and the fact that he might think that such was intended was the only thing he had to regret in this matter.

MR. WILLIAMS said it was curious the Government had complied with a portion of the law, and yet ignored another portion.

The matter then dropped.

RAILWAY LOAN BILL.

The House again went into committee of the whole on the Loan Bill, Mr. Stoddart in the chair.

Mr. SWORD moved to reconsider section 19, giving the Government the right to purchase the lines to be assisted.

Hon. Mr. Turner was in favor of dropping this section altogether. He held that it would tend to prevent the investment of capital.

Mr. Ritchie failed to see the good of the section. He moved that it be struck out.

Mr. Cotton thought the section a step in the right direction. There ought to be a provision giving the Government power, if any company proposing to undertake these works failed to carry out its contract, to acquire all work done on any line. He was strongly in favor of the Government building the railway between Pentteton and Boundary Creek.

He saw no reason why this section should not be in the bill. It only gave the Government power to acquire a road after it appeared desirable to do so. Hon. Mr. Fooley thought the retention of the section would retard the construction of the railways. He was in favor of striking it out.

Mr. Helmcken had no desire to hamper the construction of these railways. He thought the principle contained in the section a sound one. But, if assurance were given that some provision empowering the Government at its discretion to acquire control of any or all roads subsidised by this act were introduced, he would withdraw the section.

Mr. Smith did not favor Government ownership of railways.

Mr. Foster advocated the Government having power to take over any of these roads at any time in order to guard against emergencies.

Mr. Cotton asked why a conditional provision, giving the Government power to acquire the road between Pentteton and Boundary, should not be inserted. This road would be the key of the railway system. Furthermore the Province is largely interested in the Shawap & Okanagan Railway, and if those in control of the road from Pentteton to Boundary saw fit they could take away what of the business from the Shawap road. He would like to know why such a section should not be inserted in the bill.

The section was struck out on division. Mr. Helmcken voting with the Opposition.

Mr. Kellie said he had just received a telegram asking the Government to subsidise a road into the Lardeau district.

Hon. Mr. Turner agreed that the Lardeau country needed a railway, and if time were allowed something might be done.

The committee rose and reported the bill complete with amendments.

CABINET REPRESENTATION.

MR. SEMLIN, rising to a question of privilege, denied the accuracy of a report in the "Colonist" that he had stated in yesterday's debate that no one of the British Columbia members in the Dominion House is fit for a Cabinet position. What he had said was that they are all inexperienced in politics. He hoped that all of them would be competent after a little political training.

REVENUE TAX ACT.

HON. MR. TURNER moved the second reading of the Revenue Tax Act Amendment Bill. The simple object was to encourage young men to join the militia, and therefore they would be under the act relieved from paying the revenue tax. There was an impression that clergymen were to be exempted by this amended act. This is a mistake, as they are exempted already.

MR. SWORD asked if the act would apply to the tax collected by the cities?

HON. MR. TURNER: "I understand that city militiamen will be relieved under the Municipal Act, the amendments to which will shortly come before the House. There are some who live outside cities, and this amendment is to meet their case."

DR. WALKER considered that a clause should be put in the act to relieve men over a certain age from the tax.

HON. MR. TURNER feared that was impracticable. The Government does not collect from indigent old men.

The bill was read a second time.

MINE INSPECTION.

HON. MR. BAKER moved the second reading of the bill providing for the appointment of an inspector of metalliferous mines. He said it was very necessary owing to the mining development and for the protection of those engaged in the mines that this bill should be passed.

MR. BRYDEN opposed the bill in its present shape. He did so because there were no rules for the guidance of the inspector or for the safety of the miners. It is well known that the conditions in each mining locality are vastly different, and the special rules should be framed by the mine owners and managers for each district.

MR. SEMLIN had intended to vote for the bill, but he was placed in a dilemma on hearing the speech of the member for North Vancouver. He was not sure now whether to vote for it or not.

HON. MR. TURNER said the Government would consider what changes could be made, and he therefore moved the adjournment of the debate. This course was agreed to.

The House went into committee on the Wide Tire Bill, Mr. Braden in the chair. A desultory discussion followed as to the advisability of the operation of the bill being extended to the whole Province. A motion that the committee rise was defeated, and the committee rose and reported progress.

Mr. Williams asked the Attorney-General when there would be brought down amendments to the Supreme Court Act.

Hon. Mr. Eberts said that the amendments were being prepared.

The House adjourned at 6 p.m.

THE CHINESE TAX.

The return containing the correspondence on this subject with the Dominion Government contains the following extract from a report of the Dominion Privy Council dated 7th April, 1896:

"The Minister of Trade and Commerce, to whom the matter was referred, submits that similar representations have on various occasions been made by the Legislature of British Columbia, which have been adversely reported upon by his predecessors, and having himself carefully considered the matter he is not prepared to recommend any change in the present law having reference to the capitation tax upon Chinese or with reference to the payment to that Province of any greater portion of such tax than is now provided for."

VOTES AND Legislative Assembly

Wednesday

Prayers by the Rev. Percival Jenkinson.

The Hon. Colonel Baker presented thereof, in regard to the applications of A. Heinz's company for record conditions upon which any such record.

(b.) Also, correspondence as to a January, 1896, and any reports in regard to the general question of water records.

Mr. Booth presented the Thirtieth

MR. SPEAKER:

Your Select Standing Committee report as follows:—

Your Committee have considered Kootenay Power and Light Company, Incorporated the Pond d'Oreille Power respectively proved, and submit the same.

The Report was received.

Bill (No. 20) intituled "An Act to amend the Railway Act," was committed, with Major Report complete with amendments. Report to be considered to-morrow.

The Report on Bill (No. 48) intituled "An Act to amend the Railway Company," was considered.

Mr. Hume moved—To amend section 10, "Provided, however, that no line from the said line of railway."

Negatived.

Mr. Hume moved—To amend section 11, "Provided, however, that no line from the said line of railway."

Carried.

Report, as amended, adopted.

Bill read a third time and passed.

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Bill (No. 11) intituled "An Act to amend the Railway Company," was committed, with Major Report complete with amendments. Committee to sit again to-morrow.

Bill (No. 12) intituled "An Act to amend the Railway Company," was committed, with Major Report complete with amendments. Committee to sit again to-morrow.

Bill (No. 5) intituled "An Act to amend the Railway Company, Limited," was committed, with Major Report complete with amendments. Committee to sit again to-morrow.

Mr. Speaker left the Chair at 10 o'clock.

House again in Committee on Water, Power and Light Company, Reported complete with amendments. Report to be considered to-morrow.

Bill (No. 6) intituled "An Act to amend the Railway Company," was committed, with Major Report complete with amendments. Report to be considered to-morrow.

The Report on Bill (No. 55) intituled "An Act to amend the Yukon Railway Company," was adopted. Bill read a third time and passed.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Wednesday, 21st April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Percival Jenks.

The Hon. Colonel *Baker* presented correspondence with the Government, or any member thereof, in regard to the applications of the "Reco Mining Co.," "Noble Five Mining Co.," and *A. Heinze's* company for record of water in *West Kootenay*, together with particulars of conditions upon which any such record has been granted, and the extent of same.

(b.) Also, correspondence as to any such applications from any other persons since 1st January, 1896, and any reports in regard to same or any other applications, or in regard to the general question of water records, from any Government official or any other person.

Mr. *Booth* presented the Thirtieth Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
21st April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee have considered Bill (No. 17) intituled "An Act to Incorporate the Kootenay Power and Light Company, Limited," and Bill (No. 33) intituled "An Act to Incorporate the Pend d'Oreille Power and Light Company," and find the preambles thereof respectively proved, and submit the same herewith with amendments.

J. P. BOOTH,
Chairman.

The Report was received.

Bill (No. 20) intituled "An Act to Incorporate the Barkerville, Ashcroft and Cariboo Railway," was committed, with Major *Mutter* in the Chair.

Reported complete with amendments.

Report to be considered to-morrow.

The Report on Bill (No. 48) intituled "An Act to Incorporate the Bedlington and Nelson Railway Company," was considered.

Mr. *Hume* moved—To amend section 18 by adding the following:—

"Provided, however, that no branch or extension shall exceed twenty miles in a direct line from the said line of railway."

Negatived.

Mr. *Hume* moved—To amend section 18 in the 8th line by striking out the words "six miles in length," and inserting in lieu thereof the words "twenty miles in a direct line from the main line."

Carried.

Report, as amended, adopted.

Bill read a third time and passed.

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21ST APRIL.

1897

Bill (No. 11) intituled "An Act to Incorporate the South Kootenay Water-Power Company," was committed, with Mr. *Kennedy* in the Chair.

Progress reported.

Committee to sit again to-morrow.

Bill (No. 12) intituled "An Act to Incorporate the Okanagan Water-Power Company," was read a second time.

To be committed to-morrow.

Bill (No. 5) intituled "An Act to Incorporate the Cascade Water, Power and Light Company, Limited," was committed, with Mr. *Huff* in the Chair.

Progress reported.

Committee to sit again to-night.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

House again in Committee on Bill (No. 5) intituled "An Act to Incorporate the Cascade Water, Power and Light Company, Limited."

Reported complete with amendments.

Report to be considered to-morrow.

Bill (No. 6) intituled "An Act to Incorporate the Trail Water Company, Limited," was read a second time and committed, with Mr. *Macpherson* in the Chair.

Reported complete with amendments.

Report to be considered to-morrow.

The Report on Bill (No. 55) intituled "An Act to Incorporate the British Columbia-Yukon Railway Company," was adopted.

Bill read a third time and passed.

PROVINCIAL LEGISLATURE.

Third Session of the Seventh Parliament.

FORTY-NINTH DAY.

WEDNESDAY, April 21, 1897.

The speaker took the chair at 2 p.m.
Prayers were read by the Rev. Percival Jenks.

Hon. Col. *Baker* presented a return relating to water records granted to *A. Heinze*, the *Reco Mining Company* and the *Noble Five Mining Company*.

Mr. *Booth* submitted a report of the private bills committee, reporting the preamble proved of the bill to incorporate the *Okanagan Water Power Company*, and the bill to incorporate the *Pend d'Oreille Power & Light Company*. The report was received.

The *Barkerville, Ashcroft and Kamloops Railway Company's* bill was further considered in committee, Major *Mutter* in the chair.

Mr. *Ewert* remarked that section 18 only said the company "may" begin work within two years. He moved to alter may to "shall."

Mr. *Rogers* accepted the amendment, which was passed. The committee rose and reported the bill complete with amendments.

On report on the *Bedlington and Nelson railway*.

Mr. *Hume* moved as an amendment, providing for branches or extensions not to exceed twenty miles in a direct line from the main line of the said railway. He said many mines that might wish to take advantage of the line were twelve and fifteen miles away, and the amendment was to meet their case.

The amendment was agreed to, and the report was adopted. The bill was then read a third time and passed.

The house then went into committee on the *South Kootenay water-power company's* bill, Mr. *Kennedy* in the chair.

Mr. *Graham* said it appeared from the preamble that the company could take water from all points in *Kootenay* and *Yale*. Under the water bill they might obtain records for a number of different places and prevent other people from taking water.

Mr. *Cotton* pointed out that the private bills committee had in this, as in other bills of a like character, brought in these bills under the *Water Classes Consolidation Act*, and section 14 provided three places where the company could take water. The company had given notice of application for a private bill on December 3, 1896, and it was therefore provided that from date it should have priority over application for water records.

Later more discussion arose on the priority matter.

Mr. *Helmcken* said that the private bills committee had in all these private bills dealing with water put in a clause giving the companies priority over all application made after the day they gave notice of application for a charter.

The committee rose and reported progress, and asked leave to sit again.

The house went into committee on the *Cascade Water Power and Light Co.'s* Bill, Mr. *Huff* in the chair.

Mr. *Graham* complained of the wrong rights given to the company by clause 21. They were given, he said, prior rights over anyone else in *Midway*, *Anacoda*, *Greenwood*, *Grand Forks* and *Cascade City*. He asked that the company should be confined to certain points in the camp ways as was done in regard to the *Kootenay Power Company*, whose bill was just considered.

Mr. *Booth* contended that there were no exclusive rights. The water power was to be obtained near *Cascade City*.

Hon. Mr. *Eberts* thought that the bill gave the company priority.

Mr. *Booth* said the company would come under the water classes bill and must decide within one month where they would take their water from. From that one point alone they would have priority of applications over all records applied for since Nov. 10th, 1896, the date upon which they gave notice of applying for a bill.

Mr. *Graham* said *Greenwood city* was prepared to go into the waterworks business for itself but if this bill was allowed to pass, it would first have to buy out the *Cascade city* if they were given the rights under the bill. He maintained that there were prior rights and would prevent anyone else from taking the records.

Mr. *Booth* could not see that the objection was a good one. Under the *Water Act* the government could have the adjudication in the matter of water records.

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The Hon. Mr. Eberts presented a supplementary Return of all papers, letters and writings relating to the security required to be deposited by the *Columbia and Western Railway Company* under section 3 of the "Columbia and Western Railway Subsidy Act, 1896," and all Orders in Council relating thereto.

Mr. Kellie asked the Hon. the Attorney-General the following question:—

Is the coal in the *B. C. Southern Land Grant* subject to the royalty mentioned in section 97, Chap. 66, Consolidated Statutes, 1888?

The Hon. Mr. Eberts replied as follows:—

"Yes."

Bill (No. 67) intituled "An Act to amend the 'Revenue Tax Act,'" was committed, with Mr. Booth in the Chair.

Reported complete with amendments.

Report adopted.

Bill read a third time and passed.

Mr. Hume asked the Hon. the Chief Commissioner of Lands and Works the following question:—

Have the *Columbia and Western Railway Company* adopted the tramway from *Trail* to *Roseland* as one of the sections of their railway, as authorised by section 38 of their Act?

The Hon. Mr. Martin replied as follows:—

"The Government have no information on the subject."

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Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 10:10 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Kellie—On Friday next—Questions of the Hon. the Attorney-General—

1. By what right and authority does the Government Agent at *Revelstoke* collect taxes on land, the title to which is in dispute between the Government of this Province and that of the Dominion, and which same land the Registrar-General has refused to register?

2. Why has the matter in dispute not been adjusted?

3. Is the Provincial or the Dominion Government responsible for the delay?

4. Is there any possibility of the matter being settled before the year nineteen hundred and ninety-nine?

Mr. Forster to move, in Committee of the Whole on Bill No. 33 (Pend d'Oreille Power and Light Company), the following as a new section:—

"That the powers under this Act conferred shall not be exercised until the Act shall have been declared to be in force by proclamation of the Lieutenant-Governor in Council; and such proclamation shall not be issued until all wages due to employés for work performed previous to the passage of this Act, on the properties intended to be operated by the Company hereby incorporated, shall have been paid in full."

Mr. Kellie to move that it be an instruction to the Committee of the Whole on Bill No. 64 (Nelson and Fort Sheppard Railway) to consider the insertion of the following as new sections:—

"The owner of a mineral claim heretofore or hereafter located shall be entitled to all surface rights, including the use of all the timber thereon for mining or building purposes in connection with the working of said claim, so long as he holds the said claim for the purpose of developing the minerals contained therein, but no longer."

"Free miners shall have the right to acquire the surface rights of mineral claims at a price not exceeding (\$5) five dollars per acre, and the company shall be bound to dispose of same to mineral claim owners so acquiring claims within the lands granted to the company, except in cases where such claims are within the immediate vicinity of railway depôts or town-sites. In all such cases the price to be determined by arbitration conducted, so far as practicable, according to the provisions of the "Railway Act" relating to arbitration, and such provisions, so far as practicable, shall apply to such proceedings."

By Mr. Forster—On Friday next—

That an Order of this House be granted for a Return of all correspondence between any member of the Government and any other person or persons in regard to matters dealt with under section 16 of the Coal Mines Regulation Act, and also a copy of any report which the Inspector of Mines may have made in connection therewith.

By Mr. Forster—On Friday next—Question of the Hon. the Minister of Mines—

What steps have been taken to prevent the further employment of Chinese in the mines of the *Union Colliery Co., Comox*?

By Mr. Huff—On Monday next—Questions of the Hon. the Minister of Mines—

Have any negotiations taken place between the Government and the *Esquimalt and Nanaimo Railway Company*, with reference to the acquisition by miners of the right to mine and acquire titles in what is known as the "E. & N. Railway Belt," on *Vancouver Island*? If so, has any conclusion been arrived at, and what is the tenor of the same?

VICTORIA, B. C.:

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and if they knew that Greenwood City wished to erect waterworks, it was not likely that the Cascade Co. would be given prior rights over them.

Mr. Sword pointed out that the Water Privileges Act gave a municipality preference over all other applicants, and therefore he thought there need be no fear for Greenwood city.

Mr. Graham was afraid Greenwood city would not get justice if this bill was passed.

After further debate the clause was then passed as it stood.

On clause 25, which exempted the company from clauses 17 and 18 of the Water Privileges Act,

Hon. Mr. Eberts said those sections should be inserted in the act. He could not see why they were specially taken out for this company.

Mr. Smith said the sections referred to security, and the company considered that when, in its application for water records, it showed the government that it was prepared to put up the necessary plant that was security enough.

Mr. Walkum said that when the house had prepared a bill such as the water bill to apply to all companies there should be no exceptions, and he could not support the clause.

Hon. Col. Baker was of opinion that they should not particularize in any respect or favor any company by making exceptions as were in this bill.

Mr. R. P. Rithet moved to exclude all the words after save and except sections 17 and 18 of the Land Clauses Consolidation Act, 1898, down to the end of the clause.

The amendment was carried and the committee rose and reported progress and asked leave to sit again.

The Speaker called 6 o'clock.

After Recess.

The Speaker resumed the chair at 8:15. The house again went into committee on the Cascade Water Power Bill.

Mr. Graham wished that the company should not take water from Boundary creek, and he therefore moved an amendment to clause 25, exempting that creek from the provisions of this act. The object of this amendment was to leave the waters of the creek for a system of

water works to be run by the people of Greenwood City.

Hon. Mr. Eberts said if the place wanted to make certain of getting works it could apply for incorporation under the cities law passed recently and then the Cascade company would have to go to the city to get a by-law for their works if they wanted to supply Greenwood City. Thus the people would have power in their hands of having the works erected as they pleased.

The amendment was agreed to on a division.

Mr. Sword moved to strike out clause 25 and insert in lieu thereof another, the effect of which was to secure a permanent right to the water for the city.

The amendment was agreed to and the committee rose and reported the bill complete with amendments.

Mr. Kellie moved the second reading of the Trail Waterworks bill.

This was agreed to, and the house went into committee on the bill, Mr. Macpherson in the chair. The bill was reported complete with amendments.

The report on the B. C. Yukon Railway bill was adopted and the bill was read a third time and passed.

Mr. Kellie asked the Attorney-General: Is the coal on the British Columbia Southern land grant subject to the royalty mentioned in section 97, chap. 66 of the Consolidated Statutes, 1888?

Hon. Mr. Eberts—Yes.

The house went into committee on the bill to amend the Revenue Tax bill, Mr. Booth in the chair.

Mr. Forster moved to strike out the words exempting clergymen from payment of the tax.

Hon. Premier Turner was surprised at the hon. member offering the amendment. The exemption was put in many years ago. It stood in the act for a long time. He did not think it right that anyone should take advantage of this act to exempt themselves by attempting to place the tax on the clergy.

Hon. Mr. Martin opposed the amendment, and told of the valuable work done in early days by Roman Catholic missionaries. He too, was surprised at an amendment of this character.

Mr. Williams sympathized with those who favored Mr. Forster's amendment.

His could quite see that they did not mind exempting from taxation those who fought their enemies but they did object to exempting clergymen who were enrolled to fight their friends. (Laughter.)

Mr. Helmcken—No personalities (Laughter.)

Hon. Mr. Martin—He is not here tonight. (Renewed merriment.)

Dr. Walker said medical men ought to be exempted as much as clergymen. The amendment was defeated.

Hon. Mr. Turner moved an amendment providing that a member of the militia to secure exemption from the tax must have been enrolled six months. The amendment was carried, and the bill was reported complete with amendments. The report was adopted and the bill was read a third time and passed.

Mr. Hume asked the Chief Commissioner of Lands and Works:

Have the *Columbia and Western Railway Company* adopted the tramway from *Trail* to *Roseland* as one of the sections of their railway, as authorised by section 38 of their Act?

Hon. Mr. Martin, in reply, said: "The government has no information on the subject."

The house rose at 10:15.

NOTICES OF QUESTIONS.

By Mr. Forster—To ask the Minister of Mines what steps have been taken to prevent the further employment of Chinese in the mines of the *Union Colliery Co., Comox*.

By Mr. Huff—To ask the Minister of Mines: "Have any negotiations taken place between the government and the *Esquimalt & Nanaimo Railway Co.* with reference to the acquisition by miners of the right to mine and acquire titles in what is known as the "E. & N. Railway Belt" on *Vancouver Island*? If so, has any conclusion been arrived at, and what is the tenor of the same?"

By Mr. Kellie—By what right and authority does the government agent at *Revelstoke* collect taxes on land the title to which is in dispute between the government of the Province and that of the Dominion, and which same land the Registrar-General has refused to register? Why has the matter in dispute not been adjusted? Is the Provincial or the Dominion government responsible for the delay? Is there any possibility of the matter being settled before the year 1899?

FORTY-NINTH DAY.

From Our Own Correspondent.

VICTORIA, April 21.—Private members' bill took up all to-day and the greater part of the evening. Just before adjournment the bill exempting militiamen from the \$3 tax got its third reading after Mr. Forster had been defeated in an attempt to make clergymen subject to the revenue tax. Hon. Mr. Martin spoke very forcibly against the proposal and both he and the Premier were surprised at the attempt made in this fashion to tax the clergy. The address which is to be presented from the Legislature to the Queen, congratulating her upon her long and glorious reign and the celebrating of her Diamond Jubilee, is now on its way to England. It is illuminated in a beautiful way and the Chief Commissioner of Lands and Works has had it photographed. From a copy exhibited one may honestly say that such a specimen of penmanship is a credit to the Lands and Works department. The whole work was done there and done splendidly. The border around three sides of the address is unique. Each hon. member is to be presented with a photograph of this exquisite piece of penmanship and illumination.

The Speaker took the chair at 2 o'clock and Rev. P. Jenas read prayers.

Hon. Col. Baker brought down the papers relating to the water record granted to the *Reno* mine, to A. Heinze, the Noble Five and other Kootenay mines. It begins with a letter from Hon. Col. Baker, dated July 9, 1896, in regard to the refusal of Gold Commissioner Fitzstubs to grant Mr. A. Heinze a water record on *Beaver Creek*, because of a protest put in by the *Nelson & Fort Sheppard Railway Co.* Then follows a letter from Mr. Fitzstubs himself, dated Nov. 10th, last, suggesting that in view of the constant applications for water records and the almost equally numerous protests, the Government itself should retain the title to all water, giving permits for its use, which permits might be made a source of revenue. Hon. Col. Baker replied that much inconvenience might arise from the refusal to record reasonable applications and great judgment must be used in refusing. Gold Commissioner Fitzstubs re-

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Mr. HUME asked the Chief Commissioner of Lands and Works: Have the Columbia & Western Railway Company adopted the tramway from Trail to Rossland, as one of the sections of their railway, as authorized by section 38 of their act?
Hon. Mr. MARTIN said: The Government has no information on the subject.
The House adjourned at 10:15 p. m.

News Columnist Apr 28-97

Forty-ninth Day—Wednesday.
Victoria, April 21.—The House met at 2 p. m., and prayers were read by Rev. Percival Jenks.
The Private Bills Committee reported the preambles proved of the bills respecting the Kootenay Power and Light Co., and the Pend d'Oreille Power and Light Co., and submitted the bills with amendments.
The House went into committee on the Barkerville, Ashcroft and Kamloops Railway Bill, Major Mutt in the chair. Reported complete with amendments.
Mr. Hume, on the report stage of the Redington and Nelson Railway Company's Bill, moved an amendment to section 18, limiting the length of branch lines which the company are empowered to construct to 20 miles. Mr. Kennedy pointed out that it was stated elsewhere in the bill that any such lines should not exceed six miles in length. On the suggestion of the Speaker, Mr. Hume moved that the word "six" be struck out and the word "twenty" inserted. This was agreed to, and Mr. Hume's amendment was further amended to read "twenty miles in a direct line in length from the main line." Mr. Cotton held that such an amendment would be unjust to companies already in operation. Mr. Booth favored the amendment. After discussion the words "in length" were struck out, the effect of which is to allow the company to construct branch lines not exceeding 20 miles in length, in any direction they may see fit. The report was adopted and the bill read a third time.
The House went into committee on the South Kootenay Water Power Co.'s Bill, Mr. Kennedy in the chair, and reported progress.
The Okanagan Water Power Co.'s Bill was read a second time.
The House went into committee on the Cascade Water Power and Light Co.'s Bill, Mr. Huff in the chair, and at 6 o'clock rose for recess. In the evening the House again went into committee on this bill, and reported it complete with amendments.
The Trail Water Works Bill was read a second time and considered in committee, Mr. Macpherson in the chair. Reported complete with amendments.
The British Columbia-Yukon Railway Bill was read a third time.
Replying to Mr. Kellie, Hon. Mr. Eberts said that the coal in the British Columbia Southern land grant is subject to the royalty mentioned in Chapter 66 of the Consolidated Statutes.
The House went into committee of the whole on the Revenue Tax Act Amendment Bill, Mr. Booth in the chair. Mr. Forster moved an amendment to remove the exemption of clergymen. This was opposed by the Premier and lost. Bill reported complete with amendments and read a third time.
In reply to Mr. Hume, Hon. Mr. Martin stated that the Government had no information respecting the acquisition of the tramway from Rossland to Trail by the Columbia and Western Railway Co.
The House adjourned at 10:25 p. m.

NOTICE OF MOTION.
Mr. Forster—For a return giving all correspondence between the Minister of Mines and the Inspector of Mines, between the Minister of Mines and any other persons, and between the Inspector of Mines and any other persons, respecting the further employment of Chinese in the Mines of the Union Colliery Co., Comox.

QUESTION TO BE PUT.
Mr. Kellie—By what right and authority does the Government Agent at Revelstoke collect taxes on land the title to which is in dispute between the Government of this Province and that of the Dominion, and which same land the Registrar-General has refused to register? Why has the matter in dispute not been adjusted? Is the Provincial or the Dominion Government responsible for the delay? Is there any possibility of the matter being settled before the year 1897?

No. 50.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Thursday, 22nd April, 1897.

Two o'clock, P. M.

Prayers by the Rev. Percival Jenks.

Mr. Booth presented the Thirty-first Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
22nd April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee have considered Bill (No. 36) intituled "An Act to Incorporate the Greenwood City Water-Works Company," and Bill (No. 37) intituled "An Act to Incorporate the Grand Forks Water, Power and Light Company, Limited," and find the preambles thereof respectively proved, and submit the same herewith with amendments.

J. P. Booth,
Chairman.

The Report was received.

The Order to consider Bill (No. 59) intituled "An Act to amend the 'Wide Tire Act, 1893,'" in Committee of the Whole was discharged, and the Bill withdrawn.

The following Bills were read a second time and Ordered to be committed to-morrow:—

Bill (No. 63) intituled "An Act to amend the 'Mineral Act, 1896,'"

Bill (No. 72) intituled "An Act to further amend the 'Placer Mining Act, 1891,'" on the following division:—

YEAS:			
Messieurs			
Kennedy,	Semlin,	Turner,	Walkem,
Hume,	Cotton,	Rithel,	Pooley,
Kidd,	Graham,	Adams,	Eberts,
Sword,	Smith,	Booth,	Bryden,
Williams,	Baker,	Stoddart,	McGregor—20.

NAYS:			
Messieurs			
Forster,	Kellie,	Martin,	Irving,
Macpherson,	Mutt,	Rogers,	Braden—9.
Huff,			

2 22ND APRIL 1897

The Report on Bill (No. 49) intituled "An Act to amend the 'Game Protection Act, 1895,' and amending Act," was considered.

Mr. Graham moved to strike out the word "duck" in the first line of sub-section (c), section 3; and to insert after the word "inclusive," on the fourth line of sub-section (c), section 3, the following:—"wild duck of all kinds, bittern, plover and heron, from the 1st day of March to the 31st day of August, inclusive."

Carried.

Mr. Kennedy moved that sub-section (c) of section 3 be amended by striking out the words "blue grouse" in the first line, and the word "willow" in the third line thereof.

Carried.

Mr. Graham moved to add at the end of section 5, substituted in lieu of section 17 of the "Game Act, 1896," the following as sub-section (a):—

"(a.) Unorganized districts, under this section, shall be and mean such portions of the Province as the Lieutenant-Governor in Council may, by proclamation in two successive issues of the British Columbia Gazette, define as such."

Carried.

The Hon. Colonel Baker moved the following amendment:—

"Section 12, Statutes of British Columbia, chapter 23, 1895, is hereby repealed and the following section and sub-sections substituted therefor:—

"12. No person shall use or employ any explosive or poison, net, seine, drag net or other device other than hook and line, nor use salmon roe as bait, for the purpose of taking or capturing trout in any lake, pond, running or standing water, river or stream in this Province under a penalty not exceeding two hundred and fifty dollars, to be recovered in a summary manner before any Justice of the Peace. But nothing in this section shall be construed as applying to any person duly authorised by licence to fish with a gill or drift net for salmon trout (steel heads) or white fish in any of the lakes of the Province: Provided in every case it shall be necessary for the name of the particular lake where such person is licensed to fish, and the class of fish for which the licence is granted, be stated in the licence; but every lake trout or spotted trout taken by any person so licensed by accident while lawfully using his net shall be liberated alive at the risk and cost of the person licensed, and such person shall be liable to a penalty of five dollars for every lake trout or spotted trout not so liberated."

"(1.) No one shall fish for, or take, any kind of speckled trout between March, both days inclusive, under shall at any time catch, kill, buy, or speckled trout of a less size than six dollars for each trout so found:

"(2.) Whenever it appears, offence mentioned in section 12, and of the law, or that because of the oppressive, a discretionary power is Negatived.

The Hon. Mr. Eberts moved that "Section 10 of the 'Game Act, 1895,' be amended in lieu thereof to read:—

"5. It shall be lawful for the notwithstanding anything contained by proclamation in two successive bilities as to the shooting of pheasants within what periods and limits the published as aforesaid the same shall Carried.

The further consideration of the Bill (No. 57) intituled "An Act to amend the 'Game Act, 1895,'" is ordered to be committed to-morrow.

60 VICT.

Mr. Speaker Higgins gave the point of order having arisen a question upon a motion for an adjournment must be confined to the matter ruling submits the following authority: There is no Rule in this House Rule 110 (Legislative Assembly) usages, and forms of the House of Ireland shall be followed."

Rule 22 (Imperial House of Commons) motion is made for the adjournment the Chairman of a Committee do remain shall be confined to the matter of business.

On a motion for the withdrawal provisions thereof must not be discussed the motion. Debate also on a motion must, pursuant to Standing Order 1 Ed., p. 300.

It is not regular to discuss the for its postponement. Otherwise to several stages, but whenever its position Bourinot, p. 351, says:—"The question under consideration has recently in the English Parliament—debate. New rules have been very debate to the motion for adjournment."

The wisdom of the rule of the that in its absence a matter might motions to adjourn. A lamentable by a recent debate in the Canadian debate, the whole question was gone by members who, at an earlier stage accorded the privilege of discussing

Pursuant to Order, the House resumed as follows:—

That in requiring a declaration purchaser, whether any of such land the Legislature intended that the at of the land applied for, and that it a The motion was negatived on the

Kennedy,	Macpherson,
Hume,	Kidd,
Forster,	
Huff,	Baker,
Smith,	Turner,
Kellie,	Martin,
Mutt,	Rithel,
Helmeck,	Adams,

DINGS

n Columbia.

WO O'CLOCK, P. M.

te Bills Committee, as
EE ROOM,
22nd April, 1897.

ng Orders beg leave to

Act to Incorporate the
"An Act to Incorporate
and the preambles thereof

J. P. BOOTH,
Chairman.

l the 'Wide Tire Act,
drawn.

mitted to-morrow :—
6,"

ning Act, 1891,"

Walkem,
Pooley,
Eberts,
Bryden,
McGregor—20.

Irving,
Braden—9.

1897

'Game Protection Act,

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covered in a summary
shall be construed as
or drift net for salmon
provided in every case it
n is licensed to fish, and
e; but every lake trout
fully using his net shall
person shall be liable to
erated:

"(1.) No one shall fish for, catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout between the fifteenth day of November and the first day of March, both days inclusive, under a penalty of twenty dollars for each offence, and no one shall at any time catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout of a less size than six inches in length, and shall be liable to a penalty of five dollars for each trout so found:

"(2.) Whenever it appears, to the satisfaction of the Justice of the Peace, that the offence mentioned in section 12, and sub-section (1) of section 12, was committed in ignorance of the law, or that because of the poverty of the defendant the penalties imposed would, be oppressive, a discretionary power may be exercised."

Negatived.

The Hon. Mr. Eberts moved the following as a new section :—

"Section 10 of the 'Game Protection Amendment Act, 1896,' is hereby repealed, and the following is enacted in lieu thereof :—

"5. It shall be lawful for the Lieutenant-Governor in Council on good cause shewn, notwithstanding anything contained in sections 3 and 8 of the 'Game Protection Act, 1895,' by proclamation in two successive issues of the British Columbia Gazette, to remove the disabilities as to the shooting of pheasants and quail of any variety in the Province, and to declare within what periods and limits the said birds may be shot, and after such proclamation is published as aforesaid the same shall have the same force and effect as if duly enacted herein."

Carried.

The further consideration of the Report was adjourned until to-morrow.

Bill (No. 57) intituled "An Act to amend the 'Trustees and Executors Act,'" was read second time.

Ordered to be committed to-morrow.

60 VICT.

22ND APRIL.

3

Mr. Speaker Higgins gave the following decision :—

A point of order having arisen as to the right of an Hon. Member to discuss the merits of a question upon a motion for an adjournment of a debate, Mr. Speaker ruled that the debate must be confined to the matter of the motion for the adjournment, and in support of that ruling submits the following authorities :—

There is no Rule in this House bearing on the point, but—

Rule 110 (Legislative Assembly of British Columbia): "In all unprovided cases, the rules, usages, and forms of the House of Commons of the United Kingdom of Great Britain and Ireland shall be followed."

Rule 22 (Imperial House of Commons, passed 27th November, 1882): "That when a motion is made for the adjournment of any debate, or of the House during any debate, or that the Chairman of a Committee do report progress or do leave the Chair, the debate thereupon shall be confined to the matter of such motion."

On a motion for the withdrawal of a Bill, or for the postponement of a stage of a Bill, the provisions thereof must not be discussed, and debate must be strictly confined to the object of the motion. Debate also on a motion for the adjournment of the House, or of the debate, must, pursuant to Standing Order No. 22, be kept to the motive of the motion. May, 10th Ed., p. 300.

It is not regular to discuss the merits of a Bill, or other order of the day, upon a motion for its postponement. Otherwise the merits of a Bill might be debated not only upon its several stages, but whenever its postponement is proposed. May, 10th Ed., pp. 301-2.

Bourinot, p. 351, says :—"The rule requiring that speeches should be relevant to the question under consideration, has never been applied in the Canadian Houses—nor until recently in the English Parliament—to motions for the adjournment of the House or the debate. New rules have been very recently adopted in the English Commons to confine debate to the motion for adjournment, when it is made during the discussion of the matter."

The wisdom of the rule of the Imperial Parliament will be understood when I point out that in its absence a matter might be debated over and over again by the same members on motions to adjourn. A lamentable instance of what may be done in this direction is presented by a recent debate in the Canadian House of Commons, where, on a motion to adjourn a debate, the whole question was gone over again, and much valuable time wasted in a discussion by members who, at an earlier stage having spoken to the main question, claimed and were accorded the privilege of discussing the whole matter again.

D. W. HIGGINS,
Speaker.

Pursuant to Order, the House resumed the adjourned debate on the motion of Mr. Seord, as follows :—

That in requiring a declaration from the surveyor who surveyed land from an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the Legislature intended that the attention of the Land Office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase.

The motion was negatived on the following division :—

YEAS :

Messieurs

Kennedy, Hume, Forster,	Macpherson, Kidd,	Sword, Williams,	Seulin, Graham—9.
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NAYS :

Messieurs

Huff, Smith, Kellie, Mutter, Helmcken,	Baker, Turner, Martin, Rithet, Adams,	Booth, Stoddart, Pooley, Eberts, Bryden,	Rogers, Braden, Irving, McGregor—19.
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The report was adopted.

On the adjourned committee of the Wide Tire bill being called,

Mr. Kellie asked that the bill might be withdrawn, as Interior members were so much opposed to it. (Cheers and laughter.)

The bill was withdrawn by permission of the house.

Mr. Kennedy complained of a statement in the Vancouver World to the effect that he had at one time intended to move to exclude its Victoria correspondent from the precincts of the house. He did not care what newspapers said so long as they kept within the truth, but that was a bare-faced lie. He hoped the correspondent of the World, whoever he was, would be man enough to retract.

Dr. Walkem could not see what the hon. member was complaining of. There was nothing to be ashamed of in saying the World should be excluded from the precincts of the house. If he did say so it was praiseworthy.

Mr. Smith moved the second reading of the act to amend the Mineral Act, which, among other things, relieves workmen in the mines from paying the \$5 tax.

Hon. Col. Baker remarked that the bill contained a number of very useful clauses, but considerable amendments would have to be made to it in committee. The section giving miners the right to enter upon reserved lands was a good one, provided it was very carefully safeguarded so as to enable land owners to obtain redress for any damages done to their lands by prospectors. Clause 12 required very careful consideration. It read: "When a lode is supposed to cross a valley or under an alluvial deposit, and where such lode is indicated by its appearance on the side of the mountain leading into such valley, any free miner upon making a sworn statement before the mining recorder or gold commissioner of the district that there is a lode which has indications of running through and under such alluvial deposit, shall be entitled to a permit for three months to search for such lode over the area of a mineral claim, with the privilege of having such permit extended, on his proving to the satisfaction of the gold commissioner that he has bona fide searched for such lode and has expended, either in cash or labor, or both, not less than one hundred dollars in such search. During the existence of such permit the ground covered by the same shall not be open to record by any other miner. The fee for such permit, and each renewal of the same, shall be the same as the fee for a record." This section might enable a man to lock up a considerable piece of country upon getting a permit from the gold commissioner. Clause 15 was another one that would have to be carefully guarded to prevent anyone coming in and taking up mineral claims for the purpose, not of mining, but of speculation in townsites. The clause read:

"In all cases where a mineral claim is located upon land granted to a railway company as a government subsidy the lawful owner of the mineral claim, after the same shall have been crown granted, shall be entitled to appropriate the entire surface rights and interest in fee simple of the company in and to the same in the manner prescribed for the appropriation of land in the 'Land Clauses Consolidation Act, 1897'; Provided, however, that the amount awarded for such surface rights shall not be more than five dollars per acre. The provisions of this section shall not apply to the subsidy of any railway company where provision has heretofore been made as to the price for acquiring the surface rights to mineral claims."

Mr. Macpherson suggested that clause 11 would require the same case. It read: "The lawful holder of a crown grant of a mineral claim issued under the provisions of this act shall, in cases where such mineral claim has been located on waste lands of the crown or on lands not already lawfully occupied for other than mining purposes, be entitled to receive a crown grant of all the surface rights of such mineral claim on payment to the government of British Columbia of the sum of five dollars per acre for such land, and of the deep five dollars for the crown grant."

Hon. Col. Baker—"Yes, that will have to be guarded in committee." He thought there would be some extra amendments in committee. He had much pleasure in supporting the second reading on the understanding that the amendments were made.

Mr. Cotton remarked that clause 9

The Report on Bill (No. 54) intituled "An Act to authorise a Loan of Two Million Five Hundred Thousand Dollars, for the purpose of aiding the construction of Railways and other Public Works," was considered.

Mr. Seward moved to add to sub-section (a) of section 8 the following:—

"Such railway shall, subject to the floating of bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, and such further subsidy as may be contributed by the Dominion, be built by the Government as a public work."

Mr. Speaker ruled the motion out of order, the House having already expressed its opinion on this question this Session.

Mr. Seward moved to strike out sub-section (b) of section 8.

Negatived on the following division:—

YEAS:			
Messieurs			
Kennedy,	Macpherson,	Williams,	Graham,
Hume,	Kidd,	Semlin,	Smith,
Forster,	Seward,	Cotton,	Stoddart—12.
NAYS:			
Messieurs			
Huff,	Martin,	Walkem,	Rogers,
Mutter,	Rithet,	Pooley,	Irring,
Helmcken,	Adams,	Eberts,	Braden,
Baker,	Booth,	Bryden,	McGregor—17.
Turner,			

Mr. Seward moved to add to end of section 8:—

"Any money hereby authorised to be granted in aid of any of the sections herein mentioned shall be used by the Government, together with what additional grant may be obtained from the Dominion Government, in constructing such railway as a Government work, the balance required for such construction to be obtained from the sale of bonds secured on the railway to be built, without any Government guarantee: Provided, however, that should the average cost per mile of any of the railways be, on examination, estimated to exceed \$25,000, the Government shall not be authorised to expend any part of the subsidy herein granted until further authority is obtained from the Legislature."

Ruled out of order.

Mr. Seward moved to insert at the end of sub-section (a), section 10:—

"Any lands so reserved and excepted shall be liable to taxation on such reservation and exception in the same manner as lands alienated."

Carried on the following division:—

YEAS:			
Messieurs			
Kennedy,	Seward,	Graham,	Walkem,
Hume,	Huff,	Mutter,	Pooley,
Forster,	Williams,	Baker,	Eberts,
Macpherson,	Semlin,	Booth,	Braden—19.
Kidd,	Cotton,	Stoddart,	
NAYS:			
Messieurs			
Helmcken,	Rithet,	Bryden,	Irring,
Turner,	Adams,	Rogers,	McGregor—9.
Martin,			

Mr. Seward moved to insert as sub-section (b), section 10:—

"(b.) In the case of the line from Penticton to the Boundary Creek District being built by a company entitled to a land grant for the construction of such line, the subsidy herein authorised shall only be paid to such company on its giving up its claim to the land grant for such portion of its line."

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Carried on the following division:—

YEAS:			
Messieurs			
Kennedy,	Seward,	Cotton,	Stoddart,
Hume,	Huff,	Graham,	Walkem,
Forster,	Williams,	Smith,	Irring,
Macpherson,	Semlin,	Helmcken,	Braden—17.
Kidd,			
NAYS:			
Messieurs			
Mutter,	Martin,	Booth,	Bryden,
Baker,	Rithet,	Pooley,	Rogers,
Turner,	Adams,	Eberts,	McGregor—12.

Mr. Helmcken moved to add as a new section, to be known as section 19:—

"19. The Lieutenant-Governor in Council, at any time hereafter on giving two years' notice to the company, may acquire any line of railway to which a subsidy has been granted, paying to the company therefor:

"(a.) Should the railway be taken over at any time within ten years from the date of the payment of the subsidy, the amount of money bona fide expended in actual construction over and above the amount of the subsidy herein authorised, and any additional aid which may be obtained from the Dominion Government or any other Government or corporation, together with such further sum as, after allowing for any surplus of receipts over working expenses, will make up ten per centum per annum: or

"(b.) Should the railway be taken over at any time after the aforesaid date, such sum as the railway may at that time be valued at, less the amount of the subsidy contributed by the Province and without making any allowance for the value of the franchise, and an additional amount of ten per centum on such valuation:

"(c.) In either event, the debts and bonded indebtedness of said railway to be purchased shall be deducted from the amount of the purchase money, and the balance (if any) to be paid to the Company."

would work great hardship on owners of land. In some cases the owners might not know till long afterwards that their property had been entered upon by prospectors. If anyone wanted to go on private property and explore for minerals, he thought they should be prepared to put up security at once.

After further debate the bill was given its second reading.

Mr. Smith moved the second reading of his bill to amend the Placer Mining Act, 1891. The chief clause is the following: "Section 8 of the Placer Mining Act, 1891, is hereby repealed, and the following inserted in lieu thereof: Every person and joint stock company engaged in placer mining shall take out a free miner's certificate, and any person or joint stock company who mines in any placer claim without having taken out and obtained such certificate shall, on conviction thereof in a summary way, forfeit and pay a penalty not exceeding \$25, besides costs." The object of this clause is to relieve actual workmen in mines from paying the \$5 tax. The clause is the same as the one in the Mineral Act above. Another clause in the act reads as follows: "Any free miner or two or more free miners holding adjoining leases as creek claims may consolidate as many as ten leases by filing with the mining recorder a declaratory statement containing the name of the company or partnership which is to hold the consolidated lease, the location and size of each lease; and such statement shall be signed by the holder or holders of the leases to be consolidated. After filing such declaratory statement such free miner or free miners shall be allowed in each and every year to perform on any one or more of such leases all the work that is necessary to be performed to hold all such leases."

Mr. Braden objected to the \$5 tax on miners being taken off, because so many aliens would benefit. There were twelve aliens working on our mines to one Canadian. No fewer than between 2,000 and 3,000 Chinamen were employed in the mines, and he did not think these aliens should be freed from the tax.

The bill was read a second time. The house, on reading the bill, discussed a long amendment by Hon. Col. Baker regarding fishing for salmon and trout.

In the middle of it. Mr. Kelle moved that the bill be read a third time that day six months. (Laughter.)

Mr. Speaker said that a motion to that effect could not be made now.

The amendment was defeated.

Hon. Mr. Eberts said it appeared to him necessary that an amendment should be introduced restricting the killing of trout. He had heard of two men who killed 400 the other day. If that went on there was danger of our lakes around Victoria, Vancouver, and other places becoming depleted. He would like to see an amendment introduced into the bill saying that no one would be allowed to take say more than 30 or 50 trout in one day. ("Oh, oh.") Some hon. members suggested that that would interfere with men who made their living at this. Those men should agree with the amendment or their living would be destroyed.

No amendment was introduced.

Hon. Mr. Eberts moved an amendment the effect of which will be to remove the disabilities on shooting "any variety of quail."

The amendment was adopted and the report on the bill was then postponed.

Mr. Helmcken moved the second reading of the act to amend the Trustees and Executors' bill. The most part of it was a counterpart of the Ontario Act. It refers to "fair and reasonable" allowance being made to trustees, and the chief clause is as follows: Any trustee under a deed, settlement or will, any executor or administrator, any guardian appointed by any court, and any testamentary guardian, or any other trustee, however the trust is created, shall be entitled to such fair and reasonable allowance, not exceeding five per cent. on the gross value of the estate, by way of remuneration for his care, pains and trouble, and his time expended in and about the trust estate, as may be allowed by the Supreme court, or a judge thereof, or by any master or referee thereof, to whom the matter may be referred, in addition to any other allowances for expenses actually incurred to which such trustee, executor, administrator or guardian may by law be entitled.

Hon. D. M. Eberts thought it was a very fair proposition that trustees should have this compensation. It would be noted by section 8 that when an allowance to the trustee was fixed by the instrument creating the trust no other allowance would be paid.

Mr. Kennedy moved the second reading of the act to amend the Trustees and Executors' bill. The most part of it was a counterpart of the Ontario Act. It refers to "fair and reasonable" allowance being made to trustees, and the chief clause is as follows: Any trustee under a deed, settlement or will, any executor or administrator, any guardian appointed by any court, and any testamentary guardian, or any other trustee, however the trust is created, shall be entitled to such fair and reasonable allowance, not exceeding five per cent. on the gross value of the estate, by way of remuneration for his care, pains and trouble, and his time expended in and about the trust estate, as may be allowed by the Supreme court, or a judge thereof, or by any master or referee thereof, to whom the matter may be referred, in addition to any other allowances for expenses actually incurred to which such trustee, executor, administrator or guardian may by law be entitled.

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Ruled out of order.

Report, as amended, Bill read a third time.

Bill (No. 60) intituled again committed.

Reported complete with Report to be considered.

Bill (No. 64) intituled Subsidy Act, 1892," was Progress reported. Committee to sit again.

Mr. Speaker left the

Bill (No. 69) intituled committed, with Mr. Kelle Reported complete with Report adopted. Bill read a third time.

The Hon. Mr. Turner Lieutenant-Governor, signed The said Message was

The Lieutenant-Governor Canadian Western Central Government House, 22nd April, 1897

Ordered, That the said Committee of the Whole

Resolved, That the Committee of the Whole

Mr. Walkem, Chairman Report adopted. Bill introduced and read To be read a second

The Hon. Mr. Turner Lieutenant-Governor, signed The said Message was

The Lieutenant-Governor the Cassiar Central Railway Government House, 22nd April, 1897

Ordered, That the Committee of the Whole

Resolved, That the Committee of the Whole

Mr. Kennedy, Chairman Report adopted. Bill introduced and read To be read a second

The Order for the Cottonwood River (B.C.) and the Bill withdrawn

Bill (No. 12) intituled was committed, with Mr. Progress reported. Committee to sit again

The Report on Bill and Light Company, Ltd. Bill read a third time

Ruled out of order.
Report, as amended, adopted.
Bill read a third time and passed.

Bill (No. 60) intituled "An Act to further amend the 'Public School Act, 1891,'" was again committed.
Reported complete with amendments.
Report to be considered to-morrow.

Bill (No. 64) intituled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was committed, with Mr. Booth in the Chair.
Progress reported.
Committee to sit again this evening.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

Bill (No. 69) intituled "An Act to amend the 'Horticultural Board Act, 1894,'" was committed, with Mr. Kellie in the Chair.
Reported complete with amendment.
Report adopted.
Bill read a third time and passed.

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The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.

The said Message was read by Mr. Speaker, and is as follows:—

E. DEWDNEY,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act respecting the Canadian Western Central Railway," and recommends the same to the Legislative Assembly.

Government House,
22nd April, 1897.

Ordered, That the said Message, and the Bill accompanying the same, be referred to a Committee of the Whole forthwith.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of Bill (No. 74) intituled "An Act respecting the Canadian Western Central Railway."

Mr. Walkem, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.
Bill introduced and read a first time.
To be read a second time to-morrow.

The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.

The said Message was read by Mr. Speaker, and is as follows:—

E. DEWDNEY,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act granting Aid to the Cassiar Central Railway Company," and recommends the same to the Legislative Assembly.

Government House,
22nd April, 1897.

Ordered, That the said Message, and the Bill accompanying the same, be referred to a Committee of the Whole forthwith.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of Bill (No. 73) intituled "An Act granting Aid to the Cassiar Central Railway Company."

Mr. Kennedy, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.
Bill introduced and read a first time.
To be read a second time to-morrow.

The Order for the second reading of Bill (No. 38) intituled "An Act respecting the Cottonwood River (B. C.) Alluvial Gold Mining Company, Limited (Foreign)," was discharged and the Bill withdrawn.

Bill (No. 12) intituled "An Act to Incorporate the Okanagan Water-Power Company," was committed, with Mr. Huff in the Chair.
Progress reported.
Committee to sit again to-morrow.

The Report on Bill (No. 5) intituled "An Act to Incorporate the Cascade Water, Power and Light Company, Limited," was adopted.
Bill read a third time and passed.

The bill was read a second time.
Mr. Sword took up the adjourned debate on his motion as follows: "That in requiring a declaration from the surveyor who surveyed land from an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the legislature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase."

After some debate,
Hon. Mr. Martin said the resolution was purely an instruction to the Lands and Works department how the Land Act was to be carried out. He did not see what the hon. gentleman had in view in moving the resolution. Whenever there was anything connected with his department about which there was some doubt as to the way in which the act should be carried out, he always took the opinion of the Attorney-General. He could not understand what the hon. gentleman was driving at.

Mr. Williams—What the legislature intended.

Hon. Mr. Martin—What the legislature intended is fully set out in the act, and that act has been properly carried out in every way since I had the honor of becoming head of the department.

Mr. Sword said that what the legislature meant in the act had been interpreted by the Chief Commissioner of Lands and Works in a way which he supposed no other member would have interpreted it. The resolution was intended to convey to the Chief Commissioner that land suitable for fishing stations was not to be looked upon as third class land.

After some further debate the resolution was defeated by 19 votes to 9.

Hon. Mr. Turner moved the adoption of the report on the Loan bill.

Mr. Sword moved an amendment to the effect that the Perfection-Boundary railway shall, subject to the floating of bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, and such further subsidy as may be contributed by the Dominion, be built by the government as a public work.

Mr. Speaker said the amendment was out of order. A question of this kind lay entirely with the government.

Mr. Sword next moved to strike out the sub-section of the bill referring to the line from Bute Inlet to Queenella.

The amendment was defeated by 16 to 13. Messrs. Stoddart, Walkem and Smith voted against the government.

Mr. Walkem said he had not understood that the vote was being taken on the Bute Inlet amendment.

Mr. Speaker said that if he went down to the clerk his vote could be changed.

Mr. Sword moved to add to end of section 8: "Any money hereby authorized to be granted in aid of any of the sections herein mentioned shall be used by the government, together with what additional grant may be obtained from the Dominion government, in constructing such railways as a government work, the balance required for such construction to be obtained from the sale of bonds secured on the railway to be built, without any government guarantee; provided, however, that should the average cost per mile of any of the railways be, on examination, estimated to exceed \$25,000, the government shall not be authorized to expend any part of the subsidy herein granted until further authority is obtained from the legislature."

The motion was ruled out of order, as being opposed to the spirit and principle of the bill.

Mr. Sword moved to insert at the end

of sub-section (a): "Any lands so reserved and excepted shall be liable to taxation on such reservation and exemption in the same manner as lands situated elsewhere." The effect of this amendment, he said, was to make land liable to taxation that had been reserved for the purpose of the railway.

The amendment was carried.

Mr. Sword moved a new sub-section that "in the case of the line from Fort Nelson to the Boundary Creek Boundary, being built by a company entitled to a land grant for the construction of such line, the subsidy herein authorized shall only be paid to such company on the giving up its claim to the land grant for such portion of the line."

The amendment was agreed to.
Mr. Speaker ruled out of order the long amendment of Mr. Helmcken's regarding purchase of the railway within ten years by the government.

Bill (No. 70) intituled "An Act to amend the 'Small Debts Act, 1895,'" was read a second time.
To be committed to-morrow.

The Report on Bill (No. 6) intituled "An Act to Incorporate the Trail Water Company, Limited," was adopted.
Bill read a third time and passed.

The following Bills were read a second time and *Ordered* to be committed to-morrow:—
Bill (No. 33) intituled "An Act to Incorporate the Pend d'Oreille Power and Light Company."
Bill (No. 17) intituled An Act to Incorporate the Kootenay Power and Light Company, Limited."

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 10:10 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Helmcken—On Monday next—Question of the Hon. the Attorney-General—
Has the Government taken any steps (and if so, what) to relieve the estates of persons owning property in the Province of British Columbia, but dying in the United Kingdom, from the necessity of paying the Imperial death duties in respect of such property?

By Mr. Hume—On Monday next—
That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House any and all correspondence with his Government, or any member thereof, or Government official thereof, in regard or in any way appertaining to the application of any company, person or persons, for record of water of the *Salmon River* (and its tributaries), *Beaver Creek* (and its tributaries), and the *Pend d'Oreille River* (and its tributaries), since the 1st January, 1890.
Also, any and all correspondence referring to the reservation of any of the above-named waters.
Also, any and all correspondence referring to the cancellation of the above-named reservations.

By Mr. Helmcken—On Monday next—
That an humble Address be presented to His Honour the Lieutenant-Governor, praying him to cause to be sent down to this House a Return showing—
(a.) The number of Chinamen who are tenants of the Crown;
(b.) Particulars of property occupied, together with the area thereof and nature of tenure;
(c.) Amount of rent, and when paid.

By Mr. Semlin—On Monday next—
That an Order of the House be granted for the following papers:—
(a.) A copy of all tenders for hardware, such as locks, hinges, bolts, etc., from the *Yale-Towne Manufacturing Company*, with name of tenderer.
(b.) The name of the successful tenderer.

By Mr. Helmcken—On Monday next—
That a respectful Address be presented to His Honour the Lieutenant-Governor, praying him to cause to be laid before this House a copy of the Order in Council relative to the grievances of the sealers referred to in the answer of the Honourable the Attorney-General on the 12th day of February last.

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Mr. Hume to move, in Committee of the Whole on Bill No. 33 (Pend d'Oreille Power and Light Company), to insert the following as new sections:—
"The liability of the shareholders shall be limited to the amount unpaid on their shares. Provided, that all shares issued as paid-up shares, under the authority of a general meeting of shareholders, are hereby declared to be fully paid up and non-assessable for any cause whatsoever, and shareholders holding the same shall be subject to no liability thereon."
"Where the words following occur in this Act they shall be construed in the manner hereinafter mentioned, unless the contrary intention appears."
(1.) 'The Company' shall mean 'The Pend d'Oreille Power and Light Company.'
(2.) 'The undertaking' shall mean the electric or power works of whatever description authorised by the 'Water Clauses Consolidation Act, 1897,' or by this Act, to be executed or purchased, taken over or otherwise acquired by the Company.
(3.) 'Lands' shall include all real estate, messuages, lands, tenements and hereditaments of any tenure."

amendment will be reconsidered was struck out in committee after consideration.

The report was adopted as amended, and the bill was read a third time and passed.

The house went into committee on the bill to amend the Public Schools Act, Mr. Adams in the chair. The committee rose and reported the bill complete with amendments.

The house went into committee on the Nelson & Fort Sheppard Railway bill, Mr. Booth in the chair.

Mr. Kellie claimed that the bill should be withdrawn. He said the government had granted Mr. Corbin land which he had no right to. They had given the company eight solid blocks instead of alternate sections. He condemned Mr. Corbin for making free miners pay hundreds of dollars for holding timber on their claims.

Hon. D. M. Eberts said the company had complied with their act by building their line but a little delay had occurred in surveying the lines, hence this bill. He moved the adjournment of the debate in order to study the maps to see if Mr. Kellie's statements as to the eight blocks were correct or not.

Accordingly the committee rose and Mr. Speaker called 8 o'clock.

After Recess.

The house, on meeting after recess, immediately went into committee on the bill to amend the Horticultural Act. The clauses were all passed, the bill was reported complete without amendment, and put through its remaining stages and passed.

Hon. Premier Turner said he was sorry they could not go on that night with the Nelson and Fort Sheppard bill.

Hon. Premier Turner presented a message from the Lieutenant-Governor transmitting a bill respecting the Canadian Western Central railway. The bill was read a first time, after formalities.

Another message was also received from the Lieut.-Governor transmitting a bill to aid the Cassiar Central Railway Company. After formalities the bill was read a first time.

Hon. D. M. Eberts moved the second reading of the bill to amend the Small Debts Act. He said it gave power to the clerk of the magistrate of the Small Debts court to issue summonses signed in blank for the purpose. Section 3 particularly referred to executions and set forth that in case an execution is returned null and void, and the sum remaining unsatisfied on the judgment under which the execution issued amounts to the sum of forty dollars, the plaintiff or defendant may obtain a transcript of the judgment from the magistrate, under his hand and seal. Upon filing the transcript in the office of the registrar of the County court, in the county where the judgment has been obtained, or in the county wherein the defendant's or plaintiff's lands are situated, the same shall become a judgment of the County court, and the registrar of the County court shall file the transcript on the day he receives the same, and enter a memorandum thereof in a book to be by him provided for that purpose. The second reading was agreed to.

QUESTION OF PRIVILEGE.

Mr. Kennedy, rising to a question of privilege, said that the Vancouver World correspondent had charged him (Mr. Kennedy) with wishing to exclude him from the precincts of the house. He didn't care what correspondents said so long as the came near the truth, but he did object to a barefaced lie.

Dr. Walkem said that if Mr. Kennedy had moved to exclude the World from the house he would have done nothing that he should be ashamed of.

MINING ACT.

Mr. Smith moved the second reading of the bill intituled an act to amend the Mineral Act, 1896. In an eloquent, forcible one-hour speech, Mr. Smith graphically described the changes that would be made in the Mineral Act if his amendments were carried.

Hon. Col. Mr. Baker said that while not opposed to the bill, which included some valuable clauses, several amendments would have to be introduced in committee to make the bill a perfect one. Mr. Adams also said some amendments were necessary.

Mr. Cotton said clause 3 should be amended to afford greater protection to miners.

Mr. Forster said that he would to insert the anti-alias clause in the committee. He was sure that was a strong feeling in favor of clause.

The second reading was carried in division.

PLACER MINING.

Mr. Smith moved the second reading of his bill to amend the Placer Act, 1891. The principal amendments follow:

"Every person and joint stock company engaged in placer mining take out a miner's certificate any person or joint stock company mines in any placer claim without having taken out and obtained sufficient shall, on conviction thereof summary way, forfeit and pay a fine not exceeding twenty-five dollars besides costs."

"When any placer mining ground held under lease and such mining shall have been efficiently worked required by the conditions of the lease to the satisfaction of the gold commissioner, and if at the expiration of the lease a portion of said mining remains still to be worked, the lessee may obtain an extension of the lease upon the same conditions as the original lease, for such reasonable time as to enable him to work out such portion of said mining ground as still remains unworked, and the gold commissioner with the sanction of the Lieutenant Governor in Council, grant such extension by memorandum endorsed on the lease: Provided, that whenever mining ground so held under lease has been forfeited, abandoned, or sold out, and when the ditch of flume constructed for conveying water has a carrying capacity of not less than hundred inches of water, and shall cost not less than five thousand dollars such ditch or flume shall remain the property of the owner thereof."

Sub-section (m) of section 151 of Placer Mining Act, 1891, is hereby repealed, and the following inserted in lieu thereof:

"(m.) He may grant leases of mining ground, and he may grant renewals of such leases, and exercise such powers as are specified in Part of this act."

"Any free miner, or two or more miners, holding adjoining lease creek claims may consolidate as such ten leases, by filing with the recorder a declaratory statement containing the name of the company partnership which is to hold the consolidated lease, the location and size of each lease; and such statement shall be signed by the holder or holders of the leases to be consolidated. After such declaratory statement such miner, or free miners, shall be all in each and every year to perform any one or more of such leases, all work that is necessary to be performed to hold all such leases."

The following sections and parts of sections are hereby repealed:

(a.) Section 134 of the Placer Mining Act, 1891.

(b.) Sections 10 and 11 of the Placer Mining Act (1891) Amendment 1896.

(c.) Sections 15 and 16 of the Placer Mining Act Amendment Act, 1896.

(d.) Sub-section (e) of section 103, section (k) of section 151, and sub-section (d) of section 150, of the Placer Mining Act, 1891.

Mr. Braden objected to exempt miners from paying the tax. So course would simply be to the advance of aliens working the mines. There over 3,000 Chinamen working in mines who would thus be relieved paying taxes.

Mr. Hume said the miners of Kootenay did not object to paying the tax.

What they did object to was that if working in coal mines were exempt from the tax.

Mr. Kellie fully endorsed Mr. Hume's remarks.

Hon. Mr. Turner explained that coal miners wished to prospect for gold they would have to secure licenses same as other miners. He was quite however, in accord with the clause repealing the licenses for those who worked the mines.

Major Muttet also objected to relieving aliens from paying taxes.

The bill was then read a second time.

GAME BILL.

When Mr. Graham's game bill came up for report, Mr. Graham moved to strike out the word duck in the first line of sub-section (c), section 3, and insert after the word "inclusive," on

The bill was introduced in committee after consideration and was adopted as amended, and a third time and into committee on the Public Schools Act, the chair. The committee reported the bill on the committee on the Sheppard Railway bill, and that the bill should be read the government or bin land which he had given the bill blocks instead of. He condemned Mr. free miners pay-hun-der holding timber on

He said the company their act by building delay had occurred lines; hence this bill. The bill was adopted by the committee on the eight or not. The committee rose and 6 o'clock.

Recess. Meeting after recess, into committee on the Horticultural were all passed, the complete without put through its re-

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23-97

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The second reading was carried on a division.

PLACER MINING.

Mr. Smith moved the second reading of his bill to amend the Placer Mining Act, 1891. The principal amendments follow:

"Every person and joint stock company engaged in placer mining shall take out a free miner's certificate, and any person or joint stock company who mines in any placer claim without having taken out and obtained such certificate shall, on conviction thereof in a summary way, forfeit and pay a penalty not exceeding twenty-five dollars, besides costs."

"When any placer mining ground is held under lease and such mining ground shall have been efficiently worked, as required by the conditions of the lease, to the satisfaction of the gold commissioner, and if at the expiration of the lease a portion of said mining ground remains still to be worked, the lessee may obtain an extension of the lease, upon the same conditions as the original lease, for such reasonable time as will enable him to work out such portion of said mining ground as still remains un-worked, and the gold commissioner may, with the sanction of the Lieutenant-Governor in Council, grant such extension by memorandum endorsed on the lease: Provided, that whenever the mining ground so held under lease has been forfeited, abandoned, or worked out, and when the ditch of flume constructed for conveying water has a carrying capacity of not less than five hundred inches of water, and shall have cost not less than five thousand dollars, such ditch or flume shall remain the property of the owner thereof."

Sub-section (m) of section 151 of the Placer Mining Act, 1891, is hereby repealed, and the following inserted in lieu thereof:

"(m.) He may grant leases of placer mining ground, and he may grant renewals of such leases, and exercise all such powers as are specified in Part VII. of this act."

"Any free miner, or two or more free miners, holding adjoining leases as creek claims may consolidate as many as ten leases, by filing with the mining recorder a declaratory statement containing the name of the company or partnership which is to hold the consolidated lease, the location and size of each lease, and such statement shall be signed by the holder or holders of the leases to be consolidated. After filing such declaratory statement, such free miner, or free miners, shall be allowed in each and every year to perform, on any one or more of such leases, all the work that is necessary to be performed to hold all such leases."

The following sections and parts of sections are hereby repealed:

- (a.) Section 134 of the Placer Mining Act, 1891.
- (b.) Sections 10 and 11 of the Placer Mining Act (1891) Amendment Act, 1896.
- (c.) Sections 15 and 16 of the Placer Mining Act Amendment Act, 1896.
- (d.) Sub-section (e) of section 103, sub-section (k) of section 151, and sub-section (9) of section 156, of the Placer Mining Act, 1891.

Mr. Braden objected to exempting miners from paying the tax. Such a course would simply be to the advantage of aliens working the mines. There were over 3,000 Chinamen working in the mines who would thus be relieved from paying taxes.

Mr. Hume said the miners of Koot-

enay did not object to paying the tax. What they did object to was that those working in coal mines were exempt from the tax.

Mr. Kellie fully endorsed Mr. Hume's remarks.

Hon. Mr. Turner explained that if coal miners wished to prospect for gold they would have to secure licenses the same as other miners. He was quite, however, in accord with the clause repealing the licenses for those who work around the mines.

Major Muttar also objected to relieving aliens from paying taxes.

The bill was then read a second time.

GAME BILL.

When Mr. Graham's game bill came up for report, Mr. Graham moved to strike out the word duck in the first line of sub-section (c), section 3, and to insert there the word "inclusive" on the

fourth line of sub-section (c), section 3, the following: Wild ducks of all kinds, bittern, plover and heron, from the 1st day of March to the 31st day of August, inclusive."

This was agreed to.

Mr. Kennedy moved "that sub-section (c) of section 3 be amended by striking out the word "blue grouse" in the first line, and the word "willow" in the third line thereof. This was also agreed to.

Mr. Graham also moved an amendment to the effect that the Lieutenant-Governor in Council publish in the Gazette a list of unorganized districts.

Hon. Col. Baker moved this new section: "12. No person shall use or employ any explosive or poison, net, seine, drag net or other device other than hook and line, nor use salmon roe as bait, for the purpose of taking or capturing trout in any lake, pond, running or standing water, river or stream in this province under a penalty not exceeding two hundred and fifty dollars, to be recovered in a summary manner before any justice of the peace. But nothing in this section shall be construed as applying to any person duly authorized by license to fish with a gill or drift net for salmon trout (steel heads) or white fish in any of the lakes of the province: Provided in every case it shall be necessary for the name of the particular lake where such person is licensed to fish, and the class of fish for which the license is granted, be stated in the license; but every lake trout or spotted trout taken by any person so licensed by accident while lawfully using his net shall be liberated alive at the risk and cost of the person licensed, and such person shall be liable to a penalty of five dollars for every lake trout or spotted trout not so liberated."

"(1.) No one shall fish for, catch, kill, sell or possess any brook trout, lake trout, or any kind of speckled trout between the first day of November and the 31st day of March, both days inclusive, under a penalty of twenty dollars for each offence, and no one shall at any time catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout of a less size than six inches in length, and shall be liable to a penalty of five dollars for each trout so found."

"(2.) Whenever it appears, to the satisfaction of the justice of the peace, that the offence mentioned in section 12, and sub-section (1) of section 12, was committed in ignorance of the law, or that because of the poverty of the defendant the penalties imposed would be oppressive, a discretionary power may be exercised."

Hon. Mr. Eberts wanted an amendment to forbid each fisherman catching more than 50 trout per day.

The whole clause introduced by Col. Baker was struck out.

Hon. Mr. Eberts moved a slight amendment to the clause giving the Lieutenant-Governor in Council discretionary power to remove the disability against quail and pheasant.

The consideration of the report was further deferred.

THE PREMIER'S TELEGRAMS.

Mr. Williams, on a question of privilege, referred to the report of Monday's meeting of the Vancouver city council in which it was explained that the mayor of Vancouver had not sent a telegram instructing the members to vote for the loan bill. The telegram was sent by Mr. J. C. McLagan.

Dr. Walkem-The World again.

(Laughter.)

Premier Turner said that he had received a telegram stating that the board of trade and city council had instructed members to vote for the bill.

Mr. Williams-From a private individual.

FISHERY STATIONS.

Mr. Sward moved "that in requiring a declaration from the surveyor who surveyed land for an intending purchaser, whether any of such land was likely to be required for a towansite or fishing station, the legislature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase."

Mr. Smith opposed the resolution because it was a reflection on the government.

Mr. Semlin replied that the government were certainly not above censure.

Hon. Mr. Martin defended his department against the implied censure in the resolution.

Mr. Macpherson severely scored the chief commissioner for his methods in disposing of licenses.

Mr. Sward said that the chief commissioner, with his dormant intelligence (laughter), had interpreted the Land Act in a way that no member intended the act.

Hon. Mr. Eberts said that the legislature had no right to place its interpretation on an act passed at a previous session.

Messrs. Foster and Kennedy said that although the Land Act explicitly showed the intentions of the legislature, although the act was plain enough, the chief commissioner had acted contrary to the provisions of the act.

The resolution was defeated on a straight party vote of 19 to 5.

RAILWAY LOAN BILL.

When the Railway Aid Loan bill came up for report, Mr. Sward moved to add to sub-section (a) of section 8: "Such railway shall, subject to the floating of bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, and such further subsidy as may be contributed

by the Dominion, be built by the government as a public work."

The Speaker ruled this out of order.

Mr. Sward then moved to strike out the subsidy for the road from Butte Inlet to Quesnela.

This was lost on the following division:

Ayes-Messrs. Williams, Semlin, Cotton, Graham, Kennedy, Hume, Forster, Sward, Kidd, Macpherson, Stoddart, Walkem, Smith-13.

Noes-Messrs. Pooley Eberts, Bryden, Rogers, Huff, Irving, Braden, MacGregor, Baker, Turner, Martin, Rithet, Adams, Booth, Muttar, Helmcken-16.

Mr. Sward moved to add to end of section 8: "Any money hereby authorized to be granted in aid of any of the sections herein mentioned shall be used by the government together with what additional grant may be obtained from the Dominion government, in constructing such railway as a government work, the balance required for such construction to be obtained from the sale of bonds secured on the railway to be built, without any government guarantee: Provided, however, that should the average cost per mile of any of the railways be, on examination, estimated to exceed \$25,000, the government shall not be authorized to expend any part of the subsidy herein granted until further authority is obtained from the legislature."

This was also ruled out of order by the Speaker.

Mr. Sward then moved to insert at the end of sub-section (a): "Any land so reserved and excepted shall be liable to taxation on such reservation and exception in the same manner as lands alienated."

The effect of this section is to make lands liable for taxation that have been reserved by companies for townsites.

It was carried on the following division:

Ayes-Messrs. Kennedy, Hume, Forster, Macpherson, Kidd, Sward, Huff, Williams, Semlin, Cotton, Graham, Muttar, Baker, Booth, Stoddart, Walkem, Pooley, Eberts, Braden-19.

Noes-Messrs. Helmcken, Turner, Martin, Rithet, Adams, Bryden, Rogers, Irving, MacGregor-9.

Mr. Sward moved to insert as sub-section (b):

"(b.) In the case of the line from Bentickton to the Boundary Creek district being built by a company entitled to a land grant for the construction of such line, the subsidy herein authorized shall only be paid to such company on its giving up its claim to the land grant for such portion of its line."

This sub-section kills the Heinze land grant if that company accepts the subsidy to build the road.

It was carried amid applause on the following division:

Ayes-Messrs. Kennedy, Hume, Forster, Macpherson, Kidd, Sward, Huff, Williams, Semlin, Cotton, Graham, Smith, Helmcken, Stoddart, Walkem, Irving, Braden-17.

Noes-Messrs. Muttar, Baker, Turner, Martin, Rithet, Adams, Booth, Pooley, Eberts, Bryden, Rogers, MacGregor-12.

Mr. Helmcken moved a clause looking towards the purchase of subsidized lines by the government, but the Speaker ruled the clause out of order.

The report was then adopted.

22. Worldap 23-97

VICTORIA, April 22.—Mr. Kennedy wishes The World correspondent, "if he is a man," to accept his statement that he never contemplated getting him excluded from the precincts of the House, and he wants The World correspondent to retract. The World correspondent presents his compliments to Mr. Kennedy and has much pleasure in accepting his kind invitation.

Two bills of very great importance to the mining industry received their second reading this afternoon. The first is an act to amend the Mineral Act, and the second an act to amend the Placer Mining Act. In both of these acts there is a provision that mere workmen in mines shall not hereafter be subject to the annual tax of \$5 per head. There are a number of other important amendments, as will be seen from the report below, and as Col. Baker said, the bill will have to be very carefully considered in committee. The Railway Aid bill was finally passed by the House this afternoon, and now we may consider that a long step has been taken to secure the direct line to the Kootenay. The cry of "On to Kootenay" is being answered. Ore very important amendment was inserted in the measure this afternoon. It provides that if the Columbia & Western builds the line from Penticton to Boundary and accepts this money grant from the Government, it shall give up its claim to the land grant for that part of its line. Before the House adjourned at night Hon. Premier Turner introduced his important measure. The first extends the time for commencing expenditure on the Canadian Central or British Pacific, while the second grants aid to the Cassiar Central Railway.

The SPEAKER took the chair at 2 o'clock and Rev. P. Jenms read prayers.

Mr. BOOTH, as chairman of the Private Bills committee, submitted a report, finding the preambles proved of the bill to incorporate the Greenwood City Water Works Company, and the bill to incorporate the Grand Forks Water, Power & Light Company.

Mr. KENNEDY, as a question of privilege, objected to a paragraph in the Parliamentary report of The World. He said—After an attack upon me the correspondent adds that I wished to get him excluded from the precincts of the House. Now, I would like to know if any member of this House or anyone else ever heard me mention that. Anyone who ever heard me say that will have to say so now. I do not very often take notice of newspaper articles. I do not care what they say as long as they keep within the truth. When a bar-faced lie like that is uttered I have to complain. The correspondent of The World, whoever he is, will, I hope, be man enough to retract.

On the adjourned committee of the Wide Tire bill being called.

Mr. KELLIE asked that the bill might be withdrawn. Permission was given amid loud laughter.

Mr. SMITH moved the second reading of an act to amend the Mineral Act. It makes a number of changes and relieves workmen in mines from paying the \$5 tax.

Hon. Col. BAKER said that some very useful clauses had been introduced into this bill, but considerable amendments would have to be made in committee. The section giving miners the right to enter upon surveyed lands was a good one, provided it was carefully safeguarded, so as to enable land owners to obtain redress for any damages done to their land, by the prospector. Clause 12 required very careful consideration. It read: "When a lode is supposed to cross a valley or such lode is indicated by its appearance on the side of the mountain leading into such valley, any free miner upon making a sworn statement before the Mining Recorder or Gold Commissioner of the District that there is a lode which has indications of running through and under such alluvial deposit shall be entitled to a permit for three months to search for such lode over the area of a mineral claim, with the privilege of having such permit extended, on his proving to the satisfaction of the Gold Commissioner that he has bona fide searched for such lode and has expended, either in cash or labor, or both, not less than one hundred dollars in such search. During the existence of such permit the ground covered by the same shall not be open to record by any other miner. The fee for such permit, and each renewal of the same, shall be the same as the fee for a record. This section might enable a man to lock up a considerable piece of country upon getting a permit from the Gold Commissioner. Clause 15 was another one that would have to be carefully guarded to prevent anyone coming in and taking up mineral claims for the purposes not of mining, but of speculation in townships, etc. The clause read: In all cases where a mineral claim is located upon land granted to a railway company as a Government subsidy, the

lawful owner of the mineral claim, after the same shall have been crown granted, shall be entitled to expropriate the entire surface rights and interest in fee simple of the company in and to the same in the manner prescribed for the expropriation of land in the "Lands Clauses Consolidation Act, 1897." Provided, however, that the amount awarded for such surface rights shall not be more than \$5 per acre. The provisions of this section shall not apply to the subsidy of any railway company where provision has heretofore been made as to the price for acquiring the surface rights to mineral claims.

Mr. MACPHERSON suggested that clause 11 would require the same case. It read: The lawful owner of a crown grant of a mineral claim issued under the provisions of this Act shall, in cases where such mineral claim has been located on waste lands of the crown or on lands not already lawfully occupied for other than mining purposes, be entitled to receive a crown grant of all the surface rights of such mineral claim on payment to the Government of British Columbia of the sum of \$5 per acre for such land, and of the fee of \$5 for the crown grant.

Hon. Col. BAKER—Yes, that will have to be guarded in committee. I think there will be some extra amendments in committee. I shall have much pleasure in supporting the second reading, on the understanding that the amendments are made.

Mr. COTTON thought that clause 3 would work great hardship on owners of land.

The bill was read a second time.

Mr. SMITH moved the second reading of his bill to amend the Placer Mining Act, 1891. The object of the proposed amendment is to relieve actual workmen in mines from paying the \$5 tax. The second reading was carried.

On consideration of the Game bill, Mr. GRAHAM moved certain amendments, the effect of which was to leave the act as it applied to wild duck of all kinds, bittern, plover and heron just as it was last year. The hon. member did not mean to change the law in that respect. The amendment passed.

Hon. Mr. EBERTS moved an amendment, the effect of which will be to remove the disability on shooting "any variety of quail." The amendment was adopted.

Mr. HELMCKEN moved the second reading of the act to amend the Trustees and Executors bill. The most part of it was a counterpart of the Ontario act.

Hon. D. M. EBERTS spoke in support of the principle of paying trustees. The bill was read a second time.

Mr. SWORD resumed the debate on his motion, "requiring a declaration from the surveyor who surveyed land from an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station. The Legislature intended that the attention of the Land Office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase." He said the resolution explained itself.

Hon. Mr. MARTIN could not see what the hon. member was driving at in the resolution. If he was attacking the Land department, or himself, for the way in which the Land act was carried out he might say that he had followed out the act in every way and no one could deny that fact. He must oppose the resolution.

After some further debate the resolution was defeated by 19 votes to 9.

Hon. Mr. TURNER moved the adoption of the report on the Loan bill. Mr. SWORD moved an amendment which Mr. SPEAKER declared was out of order.

Mr. SWORD next moved to strike out the sub-section of the bill referring to the line from Butte to Quesnel. The amendment was defeated by 16 to 12. Messrs. Stoddart, Walker and Smith voted against the Government.

Mr. SWORD moved another amendment to add to end of section 8, which was ruled out of order.

Mr. SWORD moved to insert at the end of sub-section "a": "Any lands so reserved and excepted shall be liable to taxation on such reservation and exception in the same manner as lands alienated." The effect of this amendment would, he said, be to make lands liable for taxation that had been reserved by companies for townsites. The amendment was carried.

Mr. SWORD next moved as a new sub section that "in the case of the line from Penticton to the Boundary Creek district being built by a company entitled to a land grant for the construction of such a line, the subsidy herein authorized shall only be paid to such company on its giving up its claim to the land grant for such portion of its line." The amendment was agreed to.

Mr. SPEAKER ruled out of order the amendment of Mr. Helmcken's regarding purchase of the railways within 10 years by the Government.

The report was adopted as amended and the bill was read a third time and passed.

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FIFTIETH DAY—THURSDAY.

Victoria, April 22.—The House met at 2 p.m., and prayers were read by Rev. Percival Jenms.

The Private Bills Committee reported the preambles proved of the bills re Power and Light Co.

specifying the Greenwood City Water Works Co. and the Grand Forks Water Works Co.

On the adjourned committee of the Wide Tire bill being called, Mr. Kellie asked that the bill might be withdrawn, as Interior members were so much opposed to it. (Laughter.) The bill was withdrawn by permission.

Mr. Kennedy complained of a statement in the Vancouver "World" to the effect that he had at one time intended to move to exclude its Victoria correspondent from the precincts of the House. He did not care what newspapers said so long as they kept within the truth, but that was a barefaced lie. He hoped the correspondent of the "World" whoever he was, would be man enough to retract.

MINING LAW AMENDMENTS.

MR. SMITH moved the second reading of the bill to amend the Mineral Act, 1890, in accordance with the recommendation of the mining committee.

HON. MR. BAKER approved of the bill as a whole but pointed out several provisions which would require to be amended in committee.

MR. COTTON objected to that part of section 3 relating to the right to enter upon private lands, as follows: "Provided that in the event of such entry being made upon lands already lawfully occupied for other than mining purposes, and not being a portion of lands granted to and held by or for a railway company under any railway subsidy act heretofore or to be hereafter passed, such free miner shall give adequate security to the satisfaction of the Gold Commissioner or Mining Recorder for any loss or damages which may be caused by such entry if requested by the owner or owners of such land, and should he refuse to give such security when so requested his right to such claim or mine shall cease and determine: Provided that after such entry he shall make full compensation to the occupant or owner of such lands for any loss or damages which may be caused by reason of such entry; such compensation, in case of dispute, to be determined by the court having jurisdiction in mining disputes, with or without a jury." It seemed to him, he said, that if a miner wished to enter upon private property, he should be prepared to put up security at once, and not wait until the owner had opportunity to find out. Bill read a second time.

MR. SMITH moved the second reading of the bill to amend the Placer Mining Act. This like the bill to amend the Mineral Act, removes the \$5 tax from mine laborers; and it makes provision also for the consolidation of adjoining cases.

MR. BRADEN objected to the \$5 tax on miners being taken off, because so many aliens would benefit. There are twelve aliens working in our mines to one Canadian. No fewer than between 2,000 and 3,000 Chinamen are employed in the mines, and he did not think these aliens should be freed from the tax. Bill read a second time.

GAME PROTECTION.

Mr. Graham, on motion for the adoption of the report on the Game bill, moved in amendment to make the protection for ducks read as follows: "Wild duck of all kinds, bittern, plover and heron, from the 1st day of March to the 31st day of August, inclusive." Agreed to.

Mr. Kennedy moved to include willow grouse under the protection afforded to blue grouse. Agreed to.

Hon. Mr. Baker moved to amend the sections of the Act relating to fishing so that they will read thus:

"12. No person shall use or employ any explosive or poison, net, seine, drag net or other device other than hook and line, nor use salmon roe as bait, for the purpose of taking or capturing trout in any lake, pond, running or standing water, river or stream in this Province under a penalty not exceeding two hundred and fifty dollars, to be recovered in a summary manner before any Justice of the Peace. But nothing in this section shall be construed as applying to any person duly authorized by licence to fish with a gill or drift net for salmon trout (steel heads) or whitefish in any of the lakes of the Province. Provided in every case it shall be necessary for the name of the particular lake where such person is licensed to fish,

and the class of fish for which the licence is granted be stated in the licence; but every lake trout or spotted trout taken by any person so licensed by accident while lawfully using his net shall be liberated alive at the risk and cost of the person licensed, and such person shall be liable to a penalty of five dollars for every lake trout or spotted trout not so liberated:

"(1.) No one shall fish for, catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout between the first day of November and the thirty-first day of March, both days inclusive, under a penalty of twenty dollars for each offence, and no one shall at any time fence, and no one shall at any time catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout of a less size than six inches in length, and shall be liable to a penalty of five dollars for each trout so found:

"(2.) Whenever it appears, to the

satisfaction of the Justice of the Peace, that the offence mentioned in section 12, and sub-section (1) of section 12, was committed in ignorance of the law, or that because of the poverty of the defendant the penalties imposed would be oppressive, a discretionary power may be exercised."

These fishing amendments were agreed to, after a suggestion by Hon. Mr. Eberts that an amendment should be introduced restricting the killing of trout. He had heard of two men who killed 400 the other day. If that went on there would be danger of the lakes around Victoria, Vancouver and other places becoming depleted. He would like to see an amendment introduced into the bill saying that no one would be allowed to take any more than 30 or 50 trout in one day. ("Oh, oh.") Some hon. member suggested that that would interfere with men who made their living at this. Those men should agree with the amendment or their living would be destroyed.

Hon. Mr. Eberts moved an amendment to remove the prohibition on shooting "any variety of quail."

The amendment was adopted, and the motion for the adoption of the report stood over.

TRUSTEES AND EXECUTORS.

MR. HELMCKEN moved the second reading of the act to amend the Trustees and Executors' bill. The greater part of it, he said, is a counterpart of the Ontario Act. It refers to "fair and reasonable" allowance being made to trustees, and the chief clause is as follows: Any trustee under a deed, settlement, or will, any executor or administrator, any guardian appointed by any court, and any testamentary guardian, or any other trustee, howsoever the trust is created, shall be entitled to such fair and reasonable allowance, not exceeding five per cent. on the gross value of the estate, by way of remuneration for his care, pains and trouble, and his time expended in and about the trust estate, as may be allowed by the Supreme Court, or a Judge thereof, or by any master or referee thereof, to whom the matter may be referred, in addition to any other allowances for expenses actually incurred to which such trustee, executor, administrator or guardian may by law be entitled.

HON. MR. EBERTS thought it a very fair proposition that trustees should have this compensation. It would be noted that by section 6 when an allowance to the trustee is fixed by the instrument creating the trust no other allowance is to be paid. Bill read a second time.

LAND REGULATIONS.

MR. SWORD took up the adjourned debate on his motion as follows: "That in requiring a declaration from the surveyor who surveyed land from an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the Legislature intended that the attention of the Land Office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase."

HON. MR. MARTIN, after some discussion, said the resolution was purely an instruction to the Lands and Works Department how the Land Act is to be carried out. He did not see what the hon. gentleman had in view in moving the resolution. Whenever there is anything connected with his department about which there is doubt, he always takes the opinion of the Attorney-General. He could not understand what the hon. gentleman was driving at.

DAY—THURSDAY.

April 22.—The House met at 10 o'clock and prayers were read by Rev. J. H. McLeod. The House then proceeded to the consideration of the report of the Committee on the bill to amend the Act relating to the sale of land.

The bill was read a second time and the committee reported that it was in favor of the bill. The bill was then passed.

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and the class of fish for which the licence is granted be stated in the licence; but every lake trout or spotted trout taken by any person so licensed by accident while lawfully using his net shall be liberated alive at the risk and cost of the person licensed, and such person shall be liable to a penalty of five dollars for every lake trout or spotted trout not so liberated:

"(1.) No one shall fish for, catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout between the first day of November and the thirty-first day of March, both days inclusive, under a penalty of twenty dollars for each offence, and no one shall at any time catch, kill, buy, sell or possess any brook trout, lake trout, or any kind of speckled trout of a less size than six inches in length, and shall be liable to a penalty of five dollars for each trout so found:

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satisfaction of the Justice of the Peace, that the offence mentioned in section 12, and sub-section (1) of section 12, was committed in ignorance of the law, or that because of the poverty of the defendant the penalties imposed would be oppressive, a discretionary power may be exercised."

These fishing amendments were agreed to, after a suggestion by Hon. Mr. Eberts that an amendment should be introduced restricting the killing of trout. He had heard of two men who killed 400 the other day. If that went on there would be danger of the lakes around Victoria, Vancouver and other places becoming depleted. He would like to see an amendment introduced into the bill saying that no one would be allowed to take say more than 30 or 50 trout in one day. ("Oh, oh.") Some hon. member suggested that that would interfere with men who made their living at this. Those men should agree with the amendment or their living would be destroyed.

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The amendment was adopted, and the motion for the adoption of the report stood over.

TRUSTEES AND EXECUTORS.

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HON. MR. EBERTS thought it a very fair proposition that trustees should have this compensation. It would be noted that by section 6 when an allowance to the trustee is fixed by the instrument creating the trust no other allowance is to be paid.

Bill read a second time.

LAND REGULATIONS.

MR. SWORD took up the adjourned debate on his motion as follows: "That in requiring a declaration from the surveyor who surveyed land from an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the Legislature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land open to purchase."

HON. MR. MARTIN, after some discussion, said the resolution was purely an instruction to the Lands and Works Department how the Land Act is to be carried out. He did not see what the hon. gentleman had in view in moving the resolution. Whenever there is anything connected with his department about which there is doubt, he always takes the opinion of the Attorney-General. He could not understand what the hon. gentleman was driving at.

MR. WILLIAMS—"What the Legislature intended."

HON. MR. MARTIN—"What the Legislature intended is fully set out in the act, and that act has been properly carried out in every way since I had the honor of becoming head of the department."

Mr. Sword said that what the Legislature meant in the act had been interpreted by the Chief Commissioner of Lands and Works in a way in which he supposed no other member would have interpreted it. The resolution was intended to convey to the Chief Commissioner that land suitable for fishing stations is not to be looked upon as third class land.

After further debate the resolution was defeated by 19 votes to 9.

RAILWAY LOAN BILL.

MR. SWORD, on motion for adoption of the report on the Loan Bill, moved an amendment to the effect that "the Penticton-Boundary Railway shall, subject to the floating of the bonds to an amount sufficient to construct the said railway over and above the subsidy hereby granted, and such further subsidy as may be contributed by the Dominion, be built by the Government as a public work."

The Speaker ruled this amendment out of order.

Mr. Sword next moved to strike out the subsection of the bill referring to the line from Bute Inlet to Quesnelle. The amendment was defeated by 16 to 13, Messrs. Stoddart, Walkem and Smith voting against the Government, but Dr. Walkem afterwards having his vote changed, as he said he had not understood that the vote was being taken on the Bute Inlet amendment.

Mr. Sword moved to add to end of section 8: "Any money hereby authorized to be granted in aid of any of the sections herein mentioned shall be used by the Government, together with what additional grant may be obtained from the Dominion Government, in constructing such railways as a Government work, the balance required for such construction to be obtained from the sale of bonds secured on the railway to be built, without any Government guarantee; provided, however, that should the average cost per mile of any of the railways be, on examination, estimated to exceed \$25,000, the Government shall not be authorized to expend any part of the subsidy herein granted until further authority is obtained from the Legislature."

The motion was ruled out of order, as being opposed to the spirit and principle of the bill.

Mr. Sword moved to insert at the end of subsection (a): "Any lands so reserved and accepted shall be liable to taxation on such reservation and exception in the same manner as lands alienated." The effect of this amendment would, he said, be to make land liable for taxation that had been reserved by companies for townsites. The amendment was adopted.

Mr. Sword moved as a new subsection that "in the case of the line from Penticton to the Boundary Creek district being built by a company entitled to a land grant for the construction of such line, the subsidy herein authorized shall only be paid to such company on its giving up its claim to the land grant for such portion of the line." This amendment also was agreed to.

The Speaker ruled out of order the amendment of Mr. Helmcken's regarding purchase of the railways within ten years by the Government, which had been struck out in committee.

The report was adopted as amended, and the bill was read a third time and passed.

PUBLIC SCHOOLS.

The House went into committee on the bill to amend the Public Schools Act. Mr. Adams in the chair. Reported complete with amendments.

NELSON & FORT SHEPPARD.

The House went into committee on the Nelson & Fort Sheppard Railway Bill. Mr. Booth in the chair.

MR. KELLIE moved that the bill should be withdrawn. He said the Government had granted Mr. Corbin land which he had no right to. They had given the company eight solid blocks instead of alternate sections. He condemned Mr. Corbin for making free miners pay hundreds of dollars for holding timber on their claims.

HON. MR. EBERTS said the company had complied with their Act by building their line, but a little delay had occurred in surveying the lines; hence this bill.

He moved the adjournment of the debate in order to study the maps to see if Mr. Kellie's statements as to the eight blocks were correct or not.

The committee rose and the House took recess until 8:15 p. m.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Friday, 23rd April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. Percival Jenns.

Mr. Booth presented the Thirty-second Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 23rd, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee have considered Bill (No. 34) intituled "An Act to Incorporate the Brandon Water and Light Company, Limited," and find the preamble proved, and submit the same herewith with amendments.

J. P. BOOTH,
Chairman.

The Report was received.

On the motion of Mr. Walkem, seconded by Mr. Stoddart, it was Resolved,—

That an Order of this House be granted for a Return of all correspondence between any member of the Government and any other person or persons in regard to matters dealt with under section 16 of the Coal Mines Regulation Act, and also a copy of any report which the Inspector of Mines may have made in connection therewith.

The Report on Bill (No. 60) intituled "An Act to further amend the 'Pubic School Act, 1891,'" was adopted.

Bill read a third time and passed.

Bill (No. 64) intituled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was again committed.

Progress reported.
Committee to sit again to-morrow.

The adjourned debate on the second reading of Bill (No. 71) intituled "An Act for securing the Safety and Good Health of Workmen engaged in or about the Metalliferous Mines in the Province of British Columbia by the appointment of an Inspector of Metalliferous Mines," was resumed.

Bill read a second time.
To be committed to-morrow.

2 23RD APRIL. 1897

Bill (No. 73) intituled "An Act granting Aid to the Cassiar Central Railway Company," was read a second time on the following division:—

YEAS:

Messieurs

Huff,	Baker,	Booth,	Rogers,
Cotton,	Turner,	Stoddart,	Irving,
Smith,	Martin,	Pooley,	Braden,
Mutter,	Rilhet,	Eberts,	McGregor—19.
Helmcken,	Adams,	Bryden,	

NAYS:

Messieurs

Kennedy,	Macpherson,	Williams,	Graham,
Hume,	Sword,	Semlin,	Walkem—8.

To be committed to-morrow.

Bill (No. 74) intituled "An Act respecting the Canadian Western Central Railway," was read a second time.

To be committed on Monday next.

The Report on Bill (No. 20) intituled "An Act to incorporate the Barkerville, Ashcroft and Cariboo Railway Company," was adopted.

Bill read a third time and passed.

Bill (No. 33) intituled "An Act to Incorporate the Pend d'Oreille Power and Light Company," was committed, with Major Mutter in the Chair.

Progress reported.
Committee to sit again on Monday next.

FIFTY-FIRST DAY.

FRIDAY, April 23, 1897.

The Speaker took the chair at 2 o'clock.

The Rev. Percival Jenns read prayers. Mr. Booth submitted a report from the private bills committee reporting the preamble proved of the Brandon Water & Light Co.'s bill.

The report was received.

Dr. Walkem, in Mr. Forster's absence, moved for a return of all correspondence between any member of the government and any other person or persons in regard to matters dealt with under section 16 of the Coal Mines Regulation Act, and also a copy of any report which the inspector of mines may have made in connection therewith.

The motion was carried.

The school bill report was adopted and the bill was read a third time and passed.

The house went into committee on the Nelson & Fort Sheppard bill, Mr. Booth in the chair.

Hon. Premier Turner produced a map and said that no portion of the land grant was set apart in the district of Yale. The map showed that this land was well to the east of the boundary of Yale electoral district. With reference to the alternate blocks, the government wished for that, but there were five blocks and they must bring two together. There was a desire on the part of the Nelson & Fort Sheppard railway to go anywhere in the district for the lieu lands, but the government held that the alternate blocks system was the more desirable one.

Mr. Kellie said that the Nelson & Fort Sheppard act gave no authority to the Chief Commissioner of Lands and Works to go outside of the act, and by using his discretion in the matter of these lands he had gone outside that act. The Nelson & Fort Sheppard company should be bound by their act, which they had gone outside of.

Mr. Williams claimed that the government had exceeded their authority, and by the way they had given the lands to the company the government property would not be increased in value by the railway. The government had taken a back seat to the company. The act said the company were to receive the lands in alternate blocks to an extent not exceeding 10,240 acres a mile, but the government had violated the act by giving the company all the land on both sides of the railway.

Hon. Mr. Pooley said that it would have been undesirable to allow the company to go all over West Kootenay for their lands as they wished to do, and the government had acted in the way they thought best in the interests of the country in giving the land in the way they did.

Hon. Col. Baker remarked that it was perfectly true that the act said that the land should be granted in alternate blocks, but it was found impossible to do that. Then the company asked that it might take up lien lands in any part of West Kootenay. The government did not consider it advisable to give them that privilege, as they might take some of the most valuable lands in the country. The government told the company they must take up their land along the line of the railway. Hon. members must remember that at that time the lands were not known to be so valuable. Now that they had been found to be more valuable than they were thought to be, it was no reason why the government should be condemned or the company molested.

Mr. Kellie said the railway company was riding rough shod over the Mineral Act and was compelling miners to pay illegal tribute to it for timber. He had affidavits to substantiate what he said.

Mr. Semlin asked that the affidavits should be read.

Hon. Mr. Eberts said that the people who the hon. member (Mr. Kellie) said were injured by the company illegally had their remedy in the law courts. The company could be prosecuted if it used the timber of free miners as the hon. member said.

Mr. Kellie thought the Attorney-General should prosecute the company.

Mr. Semlin again asked that the affidavits should be read, and that was accordingly done.

Hon. Col. Baker said he certainly thought that the government ought to do all possible to protect the miners, but he also thought they must see that the government had done all they legally could. If a miner saw anyone cutting his timber he must go to a magistrate and get a summons.

Bill (No. 17) intituled "An Act to incorporate the Canadian Western Central Railway Company, Limited," was committed, with Mr. Forster in the Chair. Report to be considered on Monday next.

The following Bills were read a second time:—

Bill (No. 31) intituled "An Act to incorporate the Electric Light and Power Company, Limited."

Bill (No. 37) intituled "An Act to incorporate the Light Company, Limited."

Resolved, That the House, at its next meeting,

And then the House adjourned at 4 o'clock.

NOTICES

By Mr. Williams—On Monday next, That the Nelson and Fort Sheppard bill be taken up their land grant in a manner not inconsistent with the provisions of the act.

60 VICT.

Mr. Sword to move, on the motion (Canadian Western Central Railway), insertion of the following amendment:—

To amend section 1 by adding as follows:— "This section is passed upon the provisions of the 'British Columbia Public Works Act, 1892,' for the construction of such railway as may be required."

Mr. Walkem to move, in Committee to add the following as a new section:—

"Proceedings"

"It shall be lawful for a Magistrate, upon oath of himself or agent, to satisfy the judgment debt: Provisional mechanic, workmen, labourer, servant wages shall be liable to seizure or attachment of thirty dollars, in case the judgment or others is dependent for support, and be a single person, and then only to be in the above proviso contained shall a board or lodging, and in the opinion of thirty dollars is not necessary for the purpose of considering the insertion."

Mr. Kellie to move, on the third reading of the Order for the third reading of the bill, that the Order for the third reading of the bill be inserted.

"3. Free miners shall have the right to mine on mineral claim owners so acquired except in cases where such claims are sites. In all such cases the price to be paid for the minerals shall be according to the provisions of the 'Regulation Act, 1892,' shall apply to such cases."

"4. The lands granted under the 'Regulation Act, 1892,' shall be open for purchase or purchase to those now existing for the purchase of the minerals contained in the same."

"5. The owner of a mineral claim shall be liable to pay for the use of said claim in connection with the working of said claim of developing the minerals contained in the same."

Hon. Mr. Eberts said the affidavits did not show when the free miners there named took up their claims. They might have taken them up after the company was given its crown grant. It seemed to him that so far as the affidavits were concerned there was nothing in them. The judge at Roseland or the vicinity—there was always one there would give an injunction against illegal cutting of timber by the company if it were proved. He could not see why the attorney-general's department should be called on to prosecute.

Mr. Semlin contended that the government had overstepped the laws of the province by giving a company the land in the way they did. Without wishing to interfere in any way with the company, he would vote against the bill.

FTY-FIRST DAY.

FRIDAY, April 23, 1897.

Mr. Baker took the chair at 2

Percival Jenks read prayers. A submitted report from the committee reporting the removal of the Brandon Water

's bill.

It was received.

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Bill (No. 17) intituled "An Act to Incorporate the Kootenay Power and Light Company, Limited," was committed, with Mr. Huff in the Chair. Reported complete with amendments. Report to be considered on Monday next.

The following Bills were read a second time and Ordered to be committed on Monday next:—

Bill (No. 31) intituled "An Act respecting the Incorporation of the Revelstoke Water-works, Electric Light and Power Company, Limited."

Bill (No. 37) intituled "An Act to Incorporate the Grand Forks Water, Power and Light Company, Limited."

Resolved, That the House, at its rising, do stand adjourned until two o'clock on Monday next.

And then the House adjourned at 5:35 o'clock, p. m.

D. W. HIGGINS, Speaker.

NOTICES OF MOTION.

By Mr. Williams—On Monday next—

That the Nelson and Fort Sheppard Railway Company have been allowed to survey and take up their land grant in a manner not contemplated by the Act.

60 VICT.

23RD APRIL.

3

Mr. Sword to move, on the motion to go into Committee of the Whole on Bill No. 74 (Canadian Western Central Railway), as an instruction to the Committee to consider the insertion of the following amendment:—

To amend section 1 by adding as a sub-section:—

"This section is passed upon the express condition that no cash subsidy, under the provisions of the 'British Columbia Public Works Act, 1897,' shall be paid to the company whose time for construction of such railway is herein extended."

Mr. Walkem to move, in Committee of the Whole on Bill No. 70 (Small Debts Act), to add the following as a new section:—

"Proceedings to garnish Debts.

"It shall be lawful for a Magistrate, upon the ex parte application of a judgment creditor, upon oath of himself or agent, stating that judgment has been recovered, and that it is still unsatisfied, and to what amount, and that any other person is indebted to the judgment debtor, and is within the Province, to order that all debts owing or accruing from such third person (hereinafter called the garnishee) to the judgment debtor, shall be attached to answer the judgment debt, and by the same or any subsequent order it may be ordered that the garnishee shall appear before the Magistrate or any Judge of the Supreme or County Court, or Magistrate, where the garnishee resides, to show cause why he should not pay the judgment creditor the debt due from him to the judgment debtor, or so much thereof as may be sufficient to satisfy the judgment debt: Provided, always, that no debt due, or accruing due, to a mechanic, workmen, labourer, servant, clerk, or employee for or in respect of his salary or wages shall be liable to seizure or attachment under this Act, unless the debt exceeds the sum of thirty dollars, in case the judgment debtor is a married person or one upon whom another or others is dependent for support, and the sum of twenty dollars should the judgment debtor be a single person, and then only to the extent of the excess: Provided further, that nothing in the above proviso contained shall apply to any case where the debt has been contracted for board or lodging, and in the opinion of the Judge or Magistrate the exemption of twenty or thirty dollars is not necessary for the support and maintenance of the debtor's family."

Mr. Kellie to move, on the third reading of Bill No. 64 (Nelson and Fort Sheppard Railway), that the Order for the third reading be discharged and the Bill recommitted, for the purpose of considering the insertion of the following as new sections:—

"3. Free miners shall have the right to acquire the surface rights of mineral claims at a price not exceeding (\$5) five dollars per acre, and the company shall be bound to dispose of same to mineral claim owners so acquiring claims within the lands granted to the company, except in cases where such claims are within the immediate vicinity of railway depots or town-sites. In all such cases the price to be determined by arbitration conducted, so far as practicable, according to the provisions of the "Railway Act" relating to arbitration, and such provisions, so far as practicable, shall apply to such proceedings.

"4. The lands granted under the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,' shall be open for purchase or pre-emption by any person or persons, upon similar terms to those now existing for the purchase or pre-emption of Crown lands.

"5. The owner of a mineral claim heretofore or hereafter located shall be entitled to all surface rights, including the use of all the timber thereon for mining or building purposes in connection with the working of said claim, so long as he holds the said claim for the purpose of developing the minerals contained therein, but no longer."

Hon. Mr. Eberts said the affidavits did not show when the free miners therein named took up their claims. They might have taken them up after the company was given its crown grant. It seemed to him that so far as the affidavits were concerned there was nothing in them. The judge at Rossland or the vicinity—there was always one there—would give an injunction against illegal cutting of timber by the company if it were proved. He could not see why the attorney-general's department should be called on to prosecute.

Mr. Semlin contended that the government had overriden the laws of the province as against the interests of the province by giving the company the land in the way they had. Without wishing to prejudge the matter, he would vote against the six

months' extension of time for surveying the land as a protest against the government's action.

Mr. Kellie moved that a committee should be appointed to inquire into the whole matter.

Mr. Booth told the hon. member out of order.

Mr. Kellie moved the insertion of the following as new sections:

"The owner of a mineral claim heretofore or hereafter located shall be entitled to all surface rights, including the use of all the timber thereon for mining or building purposes in connection with the working of said claim, so long as he holds the said claim for the purpose of developing the minerals contained therein, but no longer."

Free miners shall have the right to acquire the surface rights of mineral claims at a price not exceeding (\$5) five dollars per acre, and the company shall be bound to dispose of same to mineral claim owners so acquiring claims within the lands granted to the company, except in cases where such claims are within the immediate vicinity of railway depots or town-sites. In all such cases the price to be determined by arbitration conducted, so far as practicable, according to the provisions of the "Railway Act" relating to arbitration, and such

provisions, so far as practicable, shall apply to such proceedings."

Mr. Booth said the amendment was out of order at the stage the bill had reached. The committee should rise, the hon. member could move the new sections at the third reading.

The bill was reported complete without amendment.

On the motion of Hon. Col. Baker the Metalliferous Mines Inspection Bill was read a second time on the understanding that rules and regulations will be introduced in committee.

Hon. Mr. Turner is moving the second reading of the Cassiar Central Railway Aid Bill, said its object was to open up Cassiar district. It was quite reasonable to expect that the country would be found to be a highly mineralized country, and the company would demonstrate to the province what sort of a district this was. Thus the country would be saved the great expense of a survey. The land grant was a different one to the usual. In the first place the land was leased for fifty years, secondly the grant included the precious metals in the land subject to a provision of one and a half per cent. upon the net returns from these metals being paid to the government, and in addition \$50 per annum on claims held. If the country was opened up by this company, the mines would return a very large revenue. Without some such method as this it was very unlikely that Cassiar would be opened up for a long time. It was almost impossible for the prospector to get into the country to-day, but by this bill it virtually meant that the company would "grab-stake" the prospectors and the country would be examined and developed. He thought the bill would commend itself to the house.

Mr. Semlin said that in his opinion this bill would keep miners out of Cassiar. Was it to be supposed that those men would go into the country to extract minerals when they knew the company could claim one-half of all they got? The bill, he thought, would not commend itself to the common sense of the house. The leader of the government, he felt, was making a mistake in thinking this bill would help in opening up the country. He would vote against the bill.

Mr. Booth was surprised at the leader of the opposition opposing the bill. It should receive the unanimous support of the house.

Mr. Kennedy could see nothing worth supporting in the bill.

Hon. Col. Baker said the bill was extraordinarily in favor of the free miner. He wished the principle of the bill could be carried out in the whole country. Then, indeed, the free miners would have a good show.

Mr. Adams favored the measure, as it would help to develop Cassiar.

Mr. Williams said the bill was framed solely in the interest of the company. It would keep free miners out of Cassiar instead of inducing them to go there.

Hon. Mr. Pooley thought this was a most liberal bill and its whole object was to get the district of Cassiar opened up. He would like to see a great many more companies come in on the same terms.

Mr. Rogers thought this was one of the best bills ever introduced in the house.

Mr. Graham contended that the bill would prevent miners going into Cassiar.

Messrs. Sword and Macpherson were opposed to the bill.

Mr. Cotton was inclined to vote for the bill as an experiment, on the understanding that very material changes were made in it in committee. He thought a clause should be inserted in the bill to compel the company to do some prospecting, and there should be a safeguard against the company locking up the land for prospecting and doing nothing to it. In some places

he thought the company was doing nothing with the province. Unless the company was willing to grub-stake miners he did not think they would be successful in it.

Next morning reading was agreed to on a vote of 10 to 8, Mr. Cotton voting with the government and Dr. Walkem dissenting.

57
The bill respecting the
Cassiar Central railway. He
requested an explanation.
The request for an extension of
the time for the commencement of
the railway expenditure on the railway
was a very reasonable one. There were
two clerical errors in the bill
which would have to be corrected in
committee. The preamble stated that it
was expedient to extend the time for the
completion of the work, but that was not
correct, and the words would be struck
out. Clause 1 would be changed to read
that the work should be completed within
four years from June 22, 1898, not four
years as it stood in the bill.
Mr. Semlin said he had voted against
the Canada Western railway bill when
it was introduced eight years ago. The
company did not seem to have made any
progress since then. He saw no reason
why he should support the bill unless
some one could assure him that a start
was soon going to be made.
The second reading was agreed to
without a division.

World Apr 24-97

FIFTY-FIRST DAY.
From Our Own Correspondent.
VICTORIA, April 23.—Anything new
and progressive rouses the Opposition
into attack. The Government by its bill
to aid the Cassiar Central Railway has
shown a desire to open up a country
undeniably rich in minerals. No man
can tell the possibilities of Cassiar in
this direction. At the present time,
however, it is hard to get into the coun-
try and harder still to get out. By
means of the Cassiar Central this state
of things may be altered and the Gov-
ernment has considered it wise to aid,
to a certain extent, the construction of
this line by giving the railway com-
pany a 50 years' lease of land in Cas-
siar, together with all the minerals,
precious and base, therein and there-
under. Or any minerals taken out of
the claims a royalty of 1 1/2 per cent.
has to be paid to the Government. All
free miners who take up claims on the
company's lands must pay half of what
they mine to the company. The com-
pany, as Mr. Turner put it, will really
enter upon their lands. It will provide
them with every facility for getting in
and out of the country and it will open
up to prospectors a new land of possi-
bilities. The Government's proposal is
a experiment. There is the rub. The
Opposition are afraid of experiments.
The old rule is good enough for them.
Anything new is too much for them.
Credit must be given to Mr. Cotton,
however, for rising above his com-
patriots and supporting the bill.

The Nelson & Fort Sheppard bill was
again taken up in committee, Mr. Booth
in the chair.
Hon. Mr. TURNER produced a map
and said that no portion of the land
grant was set apart in the district of
Yale. The map showed that the land
was well to the east of the boundary
of Yale electoral district. With refer-
ence to the alternate blocks the Gov-
ernment wished the company to take
the land in that way, but there were
five blocks and they must bring two
together. There was a desire on the
part of the Nelson & Fort Sheppard
Railway to go all over the district for
the "Hem" lands, but the Government
held that the alternate blocks were
more desirable.
Mr. KELLIE still expressed dissatis-
faction. The Nelson & Fort Sheppard
act gave no authority to the Chief
Commissioner of Lands and Works to
go outside of the act and by using his
discretion in the matter of these lands
he had gone outside that act. The Nel-
son & Fort Sheppard company should
be bound by the act.
Mr. WILLIAMS also claimed that the
Government had gone beyond their au-
thority. Moreover, by the way they
had given the lands to the company
the Government property would not be
increased in value by the railway. The
Government had taken a back seat to
the company. The survey had been
contrary to the act.
Hon. Col. BAKER said it was per-
fectly true that the act said that the
land should be granted in alternate
blocks, but it was found impossible to
do that. Then the company asked that it
might take up in lieu lands in any part
of West Kootenay. The Government
did not consider it advisable to give
them that privilege as they might take
some of the most valuable lands in the
country. The Government said to the
company that the act said they must
take up their land along the line of
the railway. They must remember that
at that time the lands were not known
to be so valuable. Now that they had
been found to be more valuable than
they were thought to be it was no reason
why the Government should be
condemned or the company mulcted.

Mr. KELLIE said the railway com-
pany was riding rough-shod over the
Mineral act and was compelling min-
ers to pay illegal tribute to it for tim-
ber. He had affidavits to substantiate
what he said.
Hon. Mr. EBERTS said that the peo-
ple whom the hon. member (Mr. Kellie)
said were injured by the company il-
legally had their remedy in the law
courts. The company could be prose-
cuted if it used the timber of free min-
ers as the hon. member said.
Mr. KELLIE asked the Attorney-
General to prosecute the company.
Mr. SEMLIN asked that the affida-
vits mentioned by Mr. Kellie should be
read and that was accordingly done.
Hon. Col. BAKER said he certainly
thought that they ought to do all pos-

sible to protect the miners but he
thought they must see that the Gov-
ernment had done all they legally
could. If a miner saw anyone cutting
his timber he must go to a magistrate
and get a summons.
Hon. Mr. EBERTS said the affida-
vits did not show when the free min-
ers therein named took up their claims.
They might have taken them up after
the company had given its Crown
grant. It seemed to him that so far as
the affidavits were concerned there was
nothing in them. The judge at Ross-
land or the vicinity—there was always
one there—would give an injunction
against illegal cutting of timber by the
company if it were proved. He could
not see why the Attorney-General's de-
partment should be called on to prose-
cute.
Mr. SEMLIN contended that the Gov-
ernment had overridden the laws of the
Province as against the interests of the
Province by giving the company the
land in the way they had. Without
wishing to repudiate he would vote
against the six months' extension of
time for surveying the land as a pro-
test against the Government's action.
Mr. KELLIE moved that a commit-
tee should be appointed to enquire into
the whole matter.
Mr. BOOTH ruled him out of order.
Mr. KELLIE moved the insertion of
the following as new sections: "The
owner of a mineral claim heretofore or
hereafter located shall be entitled to all
surface rights, including the use of all
the timber thereon for mining or build-
ing purposes in connection with the
working of said claim, so long as he
holds the said claim for the purpose of
developing the minerals contained
therein, but no longer.
"Free miners shall have the right to
acquire the surface rights of mineral
claims at a price not exceeding \$5 per
acre, and the company shall be bound
to dispose of same to mineral claim
owners so acquiring claims within the
lands granted to the company, except
in cases where such claims are within
the immediate vicinity of railway de-
pots or townships. In all such cases
the price to be determined by arbitra-
tion conducted, so far as practicable,
according to the provisions of the Rail-
way act relating to arbitration, and
such provisions, so far as practicable,
shall apply to such proceedings."
The amendments were ruled out of
order as all the clauses in the act had
been passed and the sections will be
moved at the third reading stage.
The committee rose and reported the
bill complete without amendment.
Hon. Col. BAKER, on the adjourned
debate on the second reading of the
Metalliferous Mines Inspection bill
coming up, said rules and regulations
would be introduced in committee.
The bill was read a second time.
Hon. Premier TURNER in moving
the second reading of the bill to aid the
Cassiar Central Railway said: "I may
say that when this bill goes into com-
mittee there will be some slight amend-
ments as to arrangements but they will
not change the principle. The object of
the bill is to encourage the develop-
ment of the Cassiar district. The infor-
mation we have is that the country is
a very inhospitable region. This bill, if
carried out, will introduce a large body
of prospectors into the district who will
very soon show what the country is
capable of. I think we may reasonably
believe that it will be found to be a
highly mineralized country which will
be at once a great benefit to the Pro-
vince. It will also be demonstrated to
the Province what sort of a country
Cassiar is without the Province going
to the expense of a survey which would
be very costly and which survey we
could not have made at the present
time. The land grant to the company is
different to the usual land grant. In the
first place the land is leased for 50
years, and, secondly, the lease includes
all the precious metals in the land sub-
ject to a provision that one and a half
per cent of the net returns from those
metals is paid to the Government and
in addition \$50 per annum per claim. If
the country is opened up by this line
we may expect a large return of rev-
enue from the mines. Without some
such method as this it is very unlikely
that that portion of the country can be
opened up for a long time. It is almost
impossible for the prospector to get
into the country to-day. This is vir-
tually a case of the company "grub-
staking" the prospector. I think, sir,
that this bill will commend itself to the

House as a very good one for opening
up the country and I have great pleas-
ure in moving the second reading.
Mr. SEMLIN was afraid that this bill
would keep miners out of Cassiar. Was
it to be supposed that those men would
go into the country to extract minerals
when they knew the company could
claim one-half of all he got. The bill,
he thought, would not commend itself
to the good sense of the House. The
leader of the Government, he felt, was
making a mistake in thinking this bill
would help in opening up the country.
He would vote against the bill.

Mr. BOOTH cordially supported the
bill as being of great advantage to the
country.
Mr. KENNEDY classed it as legaliz-
ing the deliberate robbing of half the
wealth secured by free miners in Cas-
siar.

Hon. Col. BAKER said the bill was
an extraordinarily good one in the in-
terest of miners and he wished its prin-
ciple could be introduced into bills
dealing with other sections of the coun-
try. Then the free miners would in-
deed be well off.

Mr. ADAMS favored the bill as open-
ing up Cariboo.
Mr. WILLIAMS while not opposed to
the principle of the bill said that as it
at present stood it would keep free min-
ers out of Cassiar.

Hon. Mr. POOLEY said the bill was
a most liberal one to the people of the
country and was just the same as grub-
staking miners.

Mr. ROGERS was surprised at the
opposition to the bill. It was as per-
fect a measure as they could desire.
Mr. GRAHAM felt the bill would keep
miners out of Cassiar.

Mr. SWORD could see little in the bill
deserving the encomium, while

Mr. MACPHERSON strongly op-
posed it.

Mr. COTTON felt inclined to vote for
the bill if material changes were made
in committee, especially in the direction
of preventing the company locking up
the land for 50 years without doing
anything to it. There should be a pro-
vision making the company do a cer-
tain amount of development or pros-
pecting.

Mr. SMITH felt the bill could be
made a good one in committee.

The second reading was agreed to by
29 votes to 9, Mr. Cotton voting with
the Government.

Premier TURNER moved the second
reading of the bill respecting the Can-
adian Western Central Railway. He
said it required no explanation. The
request for an extension of the time
for the commencement of the yearly
expenditure on the railway was a very
reasonable one. There were one or two
clerical errors in the bill which would
have to be corrected in committee. The
preamble stated that it was expedient
to extend the time for the completion
of the work, but that was not intended
and the word would be struck out.
Clause one would be changed to read
that the work should be completed
within six years from June 22, 1898, not
four years, as it stood in the bill. He
moved the second reading.
Mr. SEMLIN said he had voted
against the Canada Western Railway
bill when first introduced eight years

ago. The company did not seem to have
made any progress since then. He saw
no reason why he should support the
bill unless someone could assure him
that a start was soon going to be made.
The second reading was agreed to
without a division.

NELSON AND FORT SHEPPARD.

The House went into committee on
the Nelson and Fort Sheppard Railway
Bill, Mr. Booth in the chair. Hon. Mr.
Turner presented a map for the inspec-
tion of the committee, to show that no
portion of the land grant made to the
company is in the Yale district.

Mr. Kellie held that the company have
not complied with the Act, as they have
not surveyed the townships.

Mr. Williams pointed out that the
land has been so surveyed that the Gov-
ernment have no land whatever abut-
ting on the railway. All the land on
each side of the railway belongs to the
company, and it is laid out contrary to
the provisions of the Act.

Hon. Mr. Baker pointed out that the
company, not being able to get in their
own district the full land grant they
were entitled to, had applied to the
Government and received permission to
take up other land in the West Koot-
enay district to make up the deficit.

Mr. Kellie wanted to know how the
company arrived at the exact quantity
of land they were entitled to.

Mr. Williams urged the unfairness of
the arrangements by which the com-
pany own the land on both sides of the
railway. It was only every alternate
block, 6 miles by 16, that should have
been given to the company.

Hon. Mr. Pooley held that was
the correct interpretation of the Act.
Mr. Sword wanted to know
authority the Government had to
these lands as they did. That was
complaint of the member for Koot-
(Mr. Kellie) and the Government
not answered it.

Mr. Kellie held that the company
entitled to no consideration from
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Hon. Mr. Eberts said that any j
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Mr. Kellie produced a number of
affidavits supporting his statements.

Mr. Kellie, he said, have been ri-
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Hon. Mr. Baker defended the action
the Government. If a free miner's ri-
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a matter for the courts.

Hon. Mr. Eberts followed on the s-
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Mr. Semlin said the whole question
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Section 2 was then passed by a v-
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with the present Government. (Lau-
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Mr. Kellie moved the addition of
new section to the Act, with a view
protecting the rights of free miners.
The chairman ruled the motion out of or-
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The committee rose and reported
bill complete.

The Metalliferous Mines Inspect-
Bill was read a second time, after H-
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CASSIAR CENTRAL RAILWAY.

HON. MR. TURNER moved the s-
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MR. BOOTH supported the bill, whic-
he thought should receive the unan-
mous support of the House.

MR. KENNEDY objected particula-
ly to section 3 reading as follows: "On
equal undivided half share or interest
all mineral claims recorded and hel-
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in opening up the country.
MR. BOOTH supported the bill, which
he thought should receive the unani-
mous support of the House.
MR. KENNEDY objected particu-
larly to section 3 reading as follows: "One
equal undivided half share or interest in
all mineral claims recorded and held
within the limits of such lands shall be-
long to the company, and the other
half to the free miner so recording
same, as tenants in common, subject to

the observance of the terms and condi-
tions of the "Mineral Act, 1896," and
this Act." He held that this would place
the free miner at the mercy of a partner
who could obtain the controlling inter-
est at any time he saw fit.
HON. MR. BAKER supported the bill,
which he said was extraordinarily in
favor of the free miner. He wished its
principle could be carried out in the
whole country. Then, indeed, the free
miners would have a good show.
Mr. Hume opposed the bill, and Mr.
Adams favored it as in the interest of
Cassiar.
MR. WILLIAMS said that the benefit
throughout this bill is all for the com-
pany. Many changes will have to be
made before it can prove acceptable. He
was of the opinion that the tendency of
this bill would be to keep out free
miners.
HON. MR. POOLEY pointed out that
if the miners are not induced to go into
the country the company will only lose
their money. He thought the bill should
receive the unanimous support of the
House.
MR. ROGERS said the Opposition had
evidently made up their minds to vote
against anything the Government pro-
pose. He thought this an excellent bill
likely to be of great benefit to the coun-
try.
Mr. Graham opposed the bill; Mr.
Sword could see nothing in it to justify
the encomiums passed by the Govern-
ment supporters; and Mr. Macpherson
strongly opposed the bill.
MR. COTTON was inclined to vote for
the second reading of this bill. It is, of
course largely an experiment and he
would vote for the second reading in the
hope that very material changes would

be made in committee. He thought a
clause should be inserted in the bill to
compel the company to do some pros-
pecting and there should be a safeguard
against the company locking up the
land for 50 years and doing nothing to
it. In some things he thought the com-
pany is dealing liberally with the Pro-
vince. Unless the company prove will-
ing to grub-stake miners he did not think
it would get prospectors in.
The second reading was then carried
by 15 to 8, Mr. Cotton voting with the
Government and Dr. Walkem against.

BRITISH PACIFIC RAILWAY
HON. MR. TURNER moved the
second reading of the bill extending the
charter of the Canadian Western Central
Railway Co. He said it required no ex-
planation. The request for an extension
of the time for the commencement of the
yearly expenditure on the railway was
a very reasonable one. There were one
or two clerical errors in the bill which
would have to be corrected in committee.
The preamble stated that it was expedi-
ent to extend the time for the comple-
tion of the work, but that was not in-
tended, and the words would be struck
out. Clause 1 would be changed to read
that the work should be completed with-
in six years from June 22, 1898, not four
years as it stood in the bill.
MR. SEMLIN said he had voted
against the Canada Western Railway bill
The company did not seem to have made
when first introduced eight years ago
any progress since then. He saw no
reason why he should support the bill
unless some one could assure him that a
start is soon going to be made.
The second reading was agreed to
without a division.

No. 52.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Monday, 26th April, 1897.

Two o'clock, P. M.

Prayers by the Rev. D. McRae.

On the motion of Mr. Hume, seconded by Mr. Kellie, it was Resolved,—
That a respectful Address be presented to His Honour the Lieutenant-Governor in Council, praying him to cause to be laid before this House any and all correspondence with his Government, or any member thereof, or Government official thereof, in regard or in any way appertaining to the application of any company, person or persons, for record of water of the Salmon River (and its tributaries), Beaver Creek (and its tributaries), and the Pend d'Oreille River (and its tributaries), since the 1st January, 1890.
Also, any and all correspondence referring to the reservation of any of the above-named waters.
Also, any and all correspondence referring to the cancellation of the above-named reser-
vations.

On the motion of Mr. Helmcken, seconded by Mr. Walkem, it was Resolved,—
That an humble Address be presented to His Honour the Lieutenant-Governor, praying him to cause to be sent down to this House a Return showing—
(a.) The number of Chinamen who are tenants of the Crown;
(b.) Particulars of property occupied, together with the area thereof and nature of tenure;
(c.) Amount of rent, and when paid.

Mr. Williams moved, seconded by Mr. Semlin,—
That the Nelson and Fort Sheppard Railway Company have been allowed to survey and take up their land grant in a manner not contemplated by the Act.
The debate on the motion was adjourned until to-morrow.

On the motion of Mr. Helmcken, seconded by Mr. Braden, it was Resolved,—
That a respectful Address be presented to His Honour the Lieutenant-Governor, praying him to cause to be laid before this House a copy of the Order in Council relative to the griev-
ances of the sealers referred to in the answer of the Honourable the Attorney-General on the 12th day of February last.

Mr. Forster asked the Hon. the Minister of Mines the following question:—
What steps have been taken to prevent the further employment of Chinese in the mines of the Union Colliery Co., Comox?
The Hon. Colonel Baker replied as follows:—
"The Government Inspector of Mines has been instructed to carry out the provisions of section 4 of the 'Coal Mines Regulation Act,' as amended in 1890."
Bill (No. 64) intituled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was again committed.
Reported complete with amendments.
Report adopted.
Third reading to-morrow.

Bill (No. 70) intituled "An Act to amend Small Debts Act, 1895," was committed, with Mr. Irving in the Chair.
Reported complete with amendments.
To be considered to-morrow.

Mr. Booth presented the Thirty-third Report from the Private Bills Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
April 26th, 1897.

MR. SPEAKER:

Your Select Standing Committee on Private Bills and Standing Orders beg leave to report as follows:—

Your Committee have considered the following Bills, viz:—

Bill (No. 13) intituled "An Act to Incorporate the Fairview Power, Water and Telephone Company, Limited;"
Bill (No. 29) intituled "An Act respecting the incorporation of the Cumberland and Union Water Works Company;"
Bill (No. 32) intituled "An Act to Incorporate the Kootenay Electric Company, Limited;" and find the preambles thereof respectively proved, and submit the same herewith with amendments.

J. P. BOOTH,
Chairman.

The Report was received.

Major Mutter presented the Eleventh Report from the Printing Committee, as follows:—

LEGISLATIVE COMMITTEE ROOM,
26th April, 1897.

MR. SPEAKER:

Your Select Standing Committee on Printing beg leave to report as follows:—

The Committee met the 23rd day of April, 1897, when the following Returns were submitted and ordered to be printed:—

1. Correspondence *re* Reco, Noble Five and Heinze's application for water, West Kootenay.
2. Correspondence, Loudon and Blue Jay Mining Claims.
3. Return and Supplementary Return, "Columbia and Western Railway Subsidy Act, 1896."

Correspondence *re* desirability of increasing capitation tax on Chinese entering the Dominion, and submitting that British Columbia is entitled to three-fourths of such revenue, ordered not to be printed.

All of which are respectfully submitted.

J. M. MUTTER,
Chairman.

The Report was received.

The Hon. Mr. Eberts presented the Annual Report of the Superintendent of Police respecting the Police and Prisons of British Columbia, for the year ending 31st October, 1896.

The Hon. Mr. Eberts presented the Annual Report of the Wardens of the *Victoria, New Westminster, Nanaimo and Kamloops Gaols*, respectively.

Bill (No. 31) intituled "An Act respecting the Incorporation of the Revelstoke Water-Works, Electric Light and Power Company, Limited," was committed, with Major Mutter in the Chair.
Reported complete with amendments.
Report to be considered to-morrow.

Bill (No. 37) intituled "An Act to incorporate the Grand Forks Water Power and Light Company, Limited," was committed, with Mr. Stoddart in the Chair.
Reported complete with amendments.
Report to be considered to-morrow.

60 VICT.

26TH APRIL.

3

Mr. Helmcken asked the Hon. the Attorney-General the following question:—

Has the Government taken any steps (and if so, what) to relieve the estates of persons owning property in the Province of British Columbia, but dying in the United Kingdom, from the necessity of paying the Imperial death duties in respect of such property?

The Hon. Mr. Eberts replied as follows:—

"Yes. A request was made to the Imperial Government, through the customary channels, to obtain the benefit of section 20 of the Imperial 'Finance Act, 1894,' and as a result an Order in Council, applying that section to the Province of British Columbia, was passed by Her Majesty in Council on the 26th October, 1896. Such Order in Council is as follows:

AT THE COURT AT BALMORAL,
The 26th day of October, 1896.

PRESENT:

The Queen's Most Excellent Majesty,
Lord Privy Seal,
Duke of Fife, K. T.,
Sir Fleetwood Edwards.

"Whereas by the twentieth section of 'The Finance Act, 1894,' it is enacted that Her Majesty the Queen may, by Order in Council, apply that section to any British possession, where Her Majesty is satisfied that, by the law of such possession, no duty is leviable in respect of property situate in the United Kingdom when passing on death:

"And whereas Her Majesty is satisfied that by the law of the respective Provinces of Manitoba and British Columbia, in the Dominion of Canada, no duty is leviable in respect of property situated in the United Kingdom when passing on death:

"Now, therefore, Her Majesty, by virtue and in exercise of the power by the aforesaid Act in Her Majesty vested, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that the twentieth section of 'The Finance Act, 1894,' shall apply to the aforesaid Provinces of Manitoba and British Columbia, in the Dominion of Canada.

(Signed) "J. H. HARRISON."

House Adjourned
Apr 28-97.

The House went into committee on the Nelson and Fort Sheppard Railway Subsidy Bill, Mr. Booth in the chair. Reported complete without amendments.

On the motion that the report be adopted, Mr. Sword asked the Attorney-General when the ten years during which these lands are to be exempt from taxation began. Hon. Mr. Eberts replied that he would give this information before the bill passes.

The House went into committee on the Small Debts Act amendment bill, Capt. Irving in the chair. On section 3, Mr. Williams objected to making the judgment of a magistrate, the judgment of a court of record. Hon. Mr. Eberts said the section was in keeping with the practice of the similar court in Ontario. The section then passed. On section 6 Hon. Mr. Eberts moved an amendment, the effect of which would be to permit a person obtaining a judgment in the Small Debts Court to recover under the same procedure as if the judgment had been obtained in the County Court. The section as amended passed.

Hon. Mr. Turner presented a message from the Lieutenant-Governor transmitting a bill to amend the Kaslo & Slocan Railway Subsidy Act, 1892. The House having gone into committee on the message, with Mr. Booth in the chair, Hon. Mr. Turner said the bill was simply give the company an extension of six months for completion of their survey. The company have complied with all the other provisions of their Act, but severe weather has prevented the completion of the survey. The committee reported the bill, which was read first time.

The House went into committee on the Pend d'Oreille Power & Light Co.'s bill, Major Mutter in the chair, and reported progress.
Mr. Semlin, on motion for adjournment, protested against the House not sitting in the evening. Hon. Mr. Turner in reply pointed out that the bills on the order paper are nearly all so far advanced that they could be read a third time with little or no delay. He stated that prorogation is near at hand.

The House adjourned at 4:45 p. m.

Bill (No. 57) intituled "An Act to amend the Kaslo and Slocan Railway Subsidy Act, 1892," was committed, with Mr. Macpherson in the Chair.
Progress reported.
Committee to sit again to-morrow.

The Report on Bill (No. 17) intituled "An Act to amend the Kaslo and Slocan Railway Subsidy Act, 1892," was adopted.
Third reading to-morrow.

The Hon. Mr. Turner presented a message from the Lieutenant-Governor, signed by His Excellency.
The said Message was read by Mr. Turner.

The Lieutenant-Governor transmitted a message from the Lieutenant-Governor of the Kaslo and Slocan Railway Subsidy Act, 1892.

Government House,
26th April, 1897.

Ordered, That the said Message be referred to a Committee of the Whole.

Resolved, That the Committee be appointed to consider the said Message, and to report thereon to the House.

4

Mr. Booth, Chairman of the Committee, reported.
Bill introduced and read a first time.
To be read a second time to-morrow.

Bill (No. 33) intituled "An Act to amend the Kaslo and Slocan Railway Subsidy Act, 1892," was again committed.
Progress reported.
Committee to sit again to-morrow.

Resolved, That the House, at its next meeting, do pass the said Bill.

And then the House adjourned.

NOTICE

By Mr. Cotton—On Wednesday
Whereas Her Majesty's Government of Japan, whereby, among other articles become parties to the said treaty, on the 22nd day of April, 1897, in the Province of British Columbia, from its face with the question of Asiatic immigration, and whereas the Legislature have resolved that the said treaty should be restricted;
Resolved, That a respectful Address be presented to Her Majesty, praying him to convey to the Dominion Government His Excellency's Government will make such stipulations as will be in accordance with the provisions of the said treaty.

By Mr. Semlin—On Wednesday
That an Order of the House be passed, (a.) A copy of all Provincial tenders for the purchase of hardware to be procured by the Government, and (b.) The name of the successful tenderer.

By Mr. Hume—On Wednesday
That the Honourable Minister of the Interior be requested to cause a Bill to be introduced for the purpose of not having been made until the "Water Rights Act" is passed, and only in accordance with the provisions of the said Act.

Bill (No. 57) intituled "An Act to amend the 'Trustees and Executors Act,'" was committed, with Mr. Macpherson in the Chair.
Progress reported.
Committee to sit again to-morrow.

The Report on Bill (No. 17) intituled "An Act to Incorporate the Kootenay Power and Light Company, Limited," was adopted.
Third reading to-morrow.

The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.
The said Message was read by Mr. Speaker, and is as follows:—

E. DEWDNEY,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to amend the 'Kaslo and Slocan Railway Subsidy Act, 1892,'" and recommends the same to the Legislative Assembly.

Government House,
26th April, 1897.

Ordered, That the said Message, and the Bill accompanying the same, be forthwith referred to a Committee of the Whole.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House Bill (No. 75) intituled "An Act to amend the 'Kaslo and Slocan Railway Subsidy Act, 1892.'" "

4

26TH APRIL.

1897

Mr. Booth, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.
Bill introduced and read a first time.
To be read a second time to-morrow.

Bill (No. 33) intituled "An Act to Incorporate the Pend d'Oreille Power and Light Company," was again committed.
Progress reported.
Committee to sit again to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 4:45 o'clock, p. m.

D. W. HIGGINS, *Speaker.*

NOTICES OF MOTION.

By Mr. Cotton—On Wednesday next—

Whereas Her Majesty's Government have entered into a treaty with the Empire of Japan, whereby, among other articles, it is provided that any of Her Majesty's Colonies may become parties to the said treaty, on applying to do so within a specified period; and

Whereas this Province, from its geographical position, is more immediately brought face to face with the question of Asiatic immigration than other Provinces of the Dominion; and

Whereas the Legislature have repeatedly expressed their opinion that such immigration should be restricted;

Resolved, That a respectful Address be presented to His Honour the Lieutenant-Governor, praying him to convey to the Dominion Government the respectful request of this House that, should His Excellency's Government decide to become parties to the aforesaid treaty, they will make such stipulations as will prevent the unrestricted immigration of Japanese into Canada.

By Mr. Semlin—On Wednesday next—

That an Order of the House be granted for the production of the following papers:—

(a.) A copy of all Provincial tenders for furnishing hardware for Parliament Buildings, said hardware to be procured by the tenderer from the *Yale-Towne Manufacturing Co.*

(b.) The name of the successful tenderer.

By Mr. Hume—On Wednesday next—

That the Honourable Minister of Mines, in granting a record of 1,200 inches of water on *Beaver Creek* to *A. F. Heinze*, acted without any legislative authority, and such grant should not have been made until the "Water Clauses Consolidation Act" had become law, and then only in accordance with the provisions of that Act.

VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Tuesday, 27th April, 1897.

TWO O'CLOCK, P. M.

Prayers by the Rev. D. McKee.

Mr. Huff asked the Hon. the Minister of Mines the following questions:—

Have any negotiations taken place between the Government and the *Esquimalt and Nanaimo Railway Company*, with reference to the acquisition by miners of the right to mine and acquire titles in what is known as the "E. & N. Railway Belt," on *Vancouver Island*? If so, has any conclusion been arrived at, and what is the tenor of the same?

The Hon. Colonel Baker replied as follows:—

"Mr. James Dunsmuir states that he will make most favourable terms with any free miners who may apply to him for the surface rights and mineral rights, coal excepted. The price he names at present for all surface and mineral rights is \$3 per acre and 20 cents per ton on all ore extracted, and time will be given for payment."

The Hon. Mr. Turner presented a statement of special warrants signed by His Honour the Lieutenant-Governor, together with the expenditure incurred thereon, between the 8th April, 1896, and 21st April, 1897, required by the Revenue Act, chap. 102, sec. 42.

The Report on Bill (No. 64) intitled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was adopted.
To be read a third time to-morrow.

The Hon. Mr. Turner presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, signed by His Honour.

The said Message was read by Mr. Speaker, and is as follows:—

E. DEWDNEY,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intitled "An Act to authorise the redemption of certain Debentures issued for the construction of Dyking Works, and, subject thereto, to authorise the Expenditure of Additional Moneys in the Strengthening, Extending and Repair of certain Dykes," and recommends the same to the Legislative Assembly.

Government House,
27th April, 1897.

Ordered, That the said Message, and the Bill accompanying the same, be referred to a Committee of the Whole forthwith.

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House a Bill (No. 76) intitled "An Act to authorise the redemption of certain Debentures issued for the construction of Dyking Works, and, subject thereto, to authorise the Expenditure of Additional Moneys in Strengthening, Extending and Repair of certain Dykes."

2

27TH APRIL.

1897

Mr. Richey, Chairman of the Committee, reported the Resolution and the Bill.
Report adopted.
Bill introduced and read a first time.
To be read a second time to-morrow.

Bill (No. 71) intitled "An Act for securing the Safety and Good Health of Workmen engaged in or about the Metalliferous Mines in the Province of British Columbia by the appointment of an Inspector of Metalliferous Mines," was committed, with Mr. Macpherson in the Chair.

Reported complete with amendments.
Report to be considered to-morrow.

Bill (No. 66) intitled "An Act respecting the Revised Statutes of British Columbia," was read a second time.
To be committed to-morrow.

Order for Bill (No. 74) intitled "An Act respecting the Canadian Western Central Railway," to be considered in Committee of the Whole, called.

Mr. Sword moved, seconded by Mr. Kidd, as an instruction to the Committee, to consider the insertion of the following amendment:—

To amend section 1 by adding as a sub-section:—

"This section is passed upon the express condition that no cash subsidy, under the provisions of the 'British Columbia Public Works Act, 1897,' shall be paid to the company whose time for construction of such railway is herein extended."

Negatived on the following division:—

YEAS:

Messieurs

Kennedy,
Hume,
Macpherson,

Kidd,
Sword,
Williams,

Semlin,
Cotton,
Graham,

Smith,
Stoddart,
Walkem—12.

Mr. Sword asked the Attorney-General if the bill would extend the time exempting certain lands of the company from taxation?

Hon. D. M. Eberts said section 3 of the company's 1895 act exempted selected lands from taxation for ten years, and that term was to commence one year after the selection, while the selection had to be made within one year from the passage of the act. So far as the selected lands were concerned this bill would give no further exemption from taxation.

Mr. Williams, as a question of privilege, stated that the election in Chilliwack was to take place four days after nomination day. It seemed to him that that was undue and, he might almost say, indecent haste.

Mr. Semlin remarked that by the bogus writ—if he might be excused for using that term—there were eight days between nomination and election. What reason could the government give for reducing that?

Hon. Mr. Turner—The election is not to be at an earlier day than before.

The matter was dropped.

Hon. Premier Turner presented a return of special warrants signed by the Lieutenant-Governor between April 8, 1896, and April 21, 1897.

Hon. Premier Turner brought down a message from the Lieutenant-Governor transmitting a bill for the redemption of certain debentures issued for the construction of dyking works, and subject thereto to authorize the expenditure of additional money for constructing, extending and repairing certain dykes. After formalities the bill was read a first time.

The Metalliferous mines bill was considered in committee, Mr. Macpherson in the chair.

Hon. Col. Baker introduced amendment, including rules and regulations. He said they were mostly the rules that governed the working of the Cornish mines. One of these rules reads: "No boy under the age of twelve years of age, and no woman or girl of any age, shall be employed in or allowed to be for the purpose of employment in any mine to which this act applies below ground."

Dr. Walkem secured an amendment to this, providing that no "Chinese or Japanese person" shall be employed below ground.

Another rule reads: "The person in charge of the machinery for raising or lowering men must be a male of at least eighteen years of age."

Dr. Walkem moved as an addition to this: "In no case shall the person in charge be of the Chinese or Japanese race."

This was carried.

The committee rose and reported the bill complete with amendments.

Hon. D. M. Eberts, in moving the second reading of the bill respecting the revised statutes, said that the house was to be congratulated in being placed in a position of having before it a bill of this nature, which had for its object the giving the force of law to the revision of the statutes. When this act was passed, it would be followed by the publication of the statutes and their distribution throughout the province. The bill, as drawn, had been submitted to the commissioners, who were at present consolidating the statutes, and they were unanimous in recommending the introduction of it; which was a guarantee that the work that had been entrusted to them by the legislature would be carried out at a very early date. He hoped that during the present year the work of the commissioners would be finished, and the revised statutes of British Columbia would then be in a position to be distributed. When they called to mind that this was not merely a consolidation and revision of the provincial statutes, but also of the entire body of the English statute law applicable to the province within the power of the legislature to enact, dating from Magna Charter down to the present date, he could confidently say that this revision contained as much matter as the Dominion revision of the Ontario revision. The statutes had been thoroughly revised and in many cases engrafted, and he was satisfied they would be completed at about half the cost of either of the other revisions he had mentioned. He felt that it was a matter of congratulation that the house should find itself in a position to pass this bill, thus taking the necessary steps to give the force of law to the consolidation. The aim of the work and scope of the revision was to adhere strictly to the spirit of existing

Huff,
Mutter,
Helmcken,
Baker,

Turner,
Martin,
Adams,
Booth,

Bill committed, with Mr. Stoddart in
Reported complete with amendments
Report to be considered to-morrow.

Bill (No. 75) intitled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was read a second time and comm
Reported complete with amendments
Report adopted.
Bill read a third time and passed.

Bill (No. 33) intitled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was again committed.
Reported complete with amendments
Report to be considered to-morrow.

The Report on Bill (No. 37) intitled "An Act to amend the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,'" was read a second time and comm
Reported complete with amendments
Report adopted.
Bill read a third time and passed.

60 VICT.

The adjourned debate on the motion
That the *Nelson and Fort Sheppard*
take up their land grant in a manner not
was resumed, and again adjourned until to-morrow.

Resolved, That the House, at its rising,

And then the House adjourned at 5 o'clock.

NOTICES

By Mr. Macpherson—On Friday next
That an Order of the House be granted
1. The number of Crown grants issued
2. Statement of how many, and which
grant into accord with section 13 of the
3. Wording of such clause.

By Mr. Macpherson—On Friday next
1. What is the total cost of the Draft
2. How much has the Government paid
for completing the said draft?
3. What arrangement (if any) as to
with the Commissioners for the revision of
4. What is the total cost of the work?

Mr. Cotton to move, on the third
Railway, to insert as a new section (or,
reading be discharged and the Bill recom
"Nothing in this Act contained
taxation of the land selected more than,
date at which, by the 'Nelson and Fort
lands were to be selected."

Mr. Braden to move, in Committee
section 8 be struck out and the following
"8. Every person over eighteen years
alien, upon his making a declaration of his
person authorised to take affidavits or aff
Gold Commissioner or Mining Recorder
Schedule to this Act, and upon his filing
stock company, shall be entitled to all the
considered a free miner, upon taking out
a free miner shall, as regards his mining
with, be treated as of full age. A free
shall be issued in its corporate name. A

laws, departing from its letter
that extent which might be re
rectify apparent inaccuracies
ambiguities, and to consolidate
vise the law and bring it up to
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considered it expedient to place
report before the government
since 1858 or amended since 18
not applicable here, as, for inst
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The Attorney-General
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the force of law
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NAVAL Messieurs			
Huff,	Turner,	Pooley,	Irving,
Mutter,	Martin,	Eberts,	Braden,
Helmcken,	Adams,	Bryden,	McGregor—15.
Baker,	Booth,	Rogers,	

Bill committed, with Mr. Stoddart in the Chair.
Reported complete with amendments.
Report to be considered to-morrow.

Bill (No. 75) intituled "An Act to amend the 'Kaslo and Slocan Railway Subsidy Act, 1892,'" was read a second time and committed, with Mr. Kennedy in the Chair.
Reported complete with amendments.
Report adopted.
Bill read a third time and passed.

Bill (No. 33) intituled "An Act to Incorporate the Pend d'Oreille Power and Light Company," was again committed.
Reported complete with amendments.
Report to be considered to-morrow.

The Report on Bill (No. 37) intituled "An Act to Incorporate the Grand Forks Water, Power and Light Company, Limited," was considered.
Mr. Helmcken moved to amend section 16 by striking out the word "this" in the fifth line and inserting in lieu thereof the words "the said," and by striking out the words "the said" in the sixth line and inserting in lieu thereof the word "this."
Carried.
Report, as amended, adopted.
Third reading to-morrow.

60 VICT.

27TH APRIL.

3

The adjourned debate on the motion of Mr. Williams, as follows:—
That the Nelson and Fort Sheppard Railway Company have been allowed to survey and take up their land grant in a manner not contemplated by the Act—
was resumed, and again adjourned until to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 5:55 o'clock, p. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

By Mr. Macpherson—On Friday next—
That an Order of the House be granted for a Return showing:—
1. The number of Crown grants issued since 17th April, 1896.
2. Statement of how many, and which of them, contained the clause to bring such Crown grant into accord with section 13 of the "Land Act, 1896."
3. Wording of such clause.

By Mr. Macpherson—On Friday next—Questions of the Hon. the Attorney-General—
1. What is the total cost of the Draft Revision?
2. How much has the Government paid to the learned Chief Justice as sole Commissioner for completing the said draft?
3. What arrangement (if any) as to compensation has been made by the Government with the Commissioners for the revision of the Draft Revision?
4. What is the total cost of the work to date?

Mr. Cotton to move, on the third reading of Bill No. 64 (Nelson and Fort Sheppard Railway), to insert as a new section (or, if necessary, to move that the Order for the third reading be discharged and the Bill recommitted, for the purpose of insertion of such section):—
"Nothing in this Act contained shall be held to extend the time for exemption from taxation of the land selected more than, at most, ten years from April 8th, 1893, the furthest date at which, by the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,' section 3, the lands were to be selected."

Mr. Braden to move, in Committee of the Whole on Bill No. 63 (Mineral Act), that section 8 be struck out and the following section adopted in lieu thereof:—

"8. Every person over eighteen years of age, and being a British subject, or being an alien, upon his making a declaration of his intention to become a British subject before any person authorised to take affidavits or affirmations under the 'Oaths Act, 1892,' or before the Gold Commissioner or Mining Recorder, which declaration shall be in the Form U in the Schedule to this Act, and upon his filing the same with the Mining Recorder, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, and shall be considered a free miner, upon taking out a free miner's certificate. A minor who shall become a free miner shall, as regards his mining property and liabilities contracted in connection therewith, be treated as of full age. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable."

laws, departing from the letter only to that extent which might be requisite to rectify apparent inaccuracies and cure ambiguities, and to consolidate and revise the law and bring it up to the present date. But the work would go further than that. The commissioners had considered it expedient to place in the report before the government acts passed since 1866 or amended since then, and not applicable here, as, for instance, the Factors' Act and the Pawnbrokers' Act. These acts had been improved in the parent land, and when the consolidators

returned the roll to the government those acts which were not the law of the land by statute would be found embodied in the revision. This act authorized the government to proclaim such of the statutes reported by the commissioners as were a mere reproduction of existing laws, while at the next session of the legislature a bill would be introduced making the additional acts bound up in the revision the law of the land. That was done in order to make the revision uniform and complete. He felt that the

house and the country was to be congratulated on this revision, and when it was finally complete British Columbia would be able to boast of having at least a good, if not a better revision than the Dominion or any other province.

Mr. Williams could not take so roseate a view of the act as the Attorney General. They all agreed that the revision of the statutes was necessary, but at present no revision had really taken place. There were no draft statutes as the bill said, but only two reports by one commissioner, which had to be revised by two others. Thus a bill had been brought down to make law a revision which had not yet been made. The commissioners were revising the revision, and when they got through with it what would they have? They did not know! Yet they were asked, without ever seeing the revised revision, to make it law! He did not want to say anything against the revision, and he had no doubt it would be quite satisfactory.

Mr. Semlin:—Hear, hear.
Mr. Williams, continuing, said he was anxious that the revision should be made law as soon as possible, but he found fault with the government for the way they had handled the matter. He thought that in trying to pass this bill when the revision had not yet been made, the government was a little premature.

Dr. Walkem was satisfied that when the statutes were revised by the revisers that the work would be satisfactory and could be accepted by the whole country. He would be happy to support the second reading.

Mr. Semlin said he would not oppose the second reading of the bill, but from a business point of view he thought the matter had been very badly managed indeed.

Hon. Mr. Pooley could not allow Mr. Semlin's statement to pass without remark. This had been a most difficult work. The statutes as they appeared in the ten volumes presented to hon. members had emanated from the learned Chief Justice. It was not considered that members of the house could devote the time to examine thoroughly into their correctness, and it was thought advisable to place that matter in the hands of the two learned gentlemen who were now doing it. These gentlemen were competent and had the time at their disposal to make a further examination of these statutes to see that no errors had crept in and to give the finishing touch to them. He was sure that the whole of the province would have confidence when the revision was finished that the laws had been thoroughly well looked into and were made suit as the circumstances of the province required. The volumes so thoroughly prepared by the learned Chief Justice had been recently overlooked by the other revisers and the new volume which would come down would not be the volume already issued. It would be a new roll entirely. The hon. gentleman complained that the two volumes had been issued. That had been done so that all parties interested could look well through them and make any suggestions they thought fit to the commissioners. The government had not been extravagant in the matter. At the last Dominion revision in 1886 the same thing was done. Two volumes were sent out to all the lawyers in the province for them to overlook them. The volumes were again revised the following year and amendments made to them. Then, and not till then were they declared law. They could not do these things in a hurry. He again asserted that the government could not be accused of extravagance in this matter, but on the contrary claimed that they had taken every precaution to see that the work was thoroughly well done.

Mr. Kennedy had noticed a defect in the two volumes issued to hon. members and had found a mistake about the poison's act, therefore he had not much faith in the revision.

Mr. H. D. Helmcken, while he wanted it distinctly understood that he had every confidence in the sole commissioner, yet he felt that at the outset a work of this importance should have been entrusted to more than one commissioner. Now that they had the assurance of the Attorney-General that the revisers had taken this matter thoroughly well in hand, he would be able to give his support to the bill.

Mr. Sword could not support the second reading, because they were asked to declare that a work not yet printed should be the law.

The second reading was agreed to.
On the motion to go into committee of the whole on the Canadian Western Cen-

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Mr. Seward moved as an instruction to the committee to consider the insertion of the following amendment: To amend section 1 by adding a subsection: "This section is passed upon the express condition that no such survey, under the provisions of the British Columbia Public Works Act, 1897, shall be paid to the company whose time for the construction of such railway is hereby extended." The object of the amendment was to prevent the subsidy of \$4,000 per mile being granted to the B.C. Public Works Act.

Hon. Premier Turner had hoped the hon. member for Tweedsmuir, Mr. Seward, would have rested on his laurels. He had done more harm in trying to stop railway construction in the province, the hon. member could not help thinking that the members of this house would see that it is of the utmost importance to the province to make an error in an attempt to get railways constructed in the province. Such resolutions as the one just moved, if carried, would have the effect of stopping the running of the railway operations and important business that are now before the province.

The amendment was lost by 15 yeas to 13 on the following division: Ayes—Williams, Semlin, Colman, Graham, Smith, Kennedy, Burns, Seward, Kidd, Macpherson, Stoddart, Walker, 15.

Noes—Messrs. Baker, Eberts, Pooley, Macnamara, Smith, Bryden, Rogers, Macdonald, Muttar, McIntyre, 13.

Hon. Mr. Turner moved the second reading of the act giving the Kootenai & Selkirk Railway Co. an extension of six months to complete the selection and survey of their lands. As he had said previously, owing to circumstances over which they had no control, it was found impossible for the company to carry out that section of their undertaking, but they had carried out what was of the greatest importance to the province—the construction of the line. That line

was likely to prove of immense benefit to the province.

Mr. Semlin would not oppose the second reading, but he claimed that the law had not been carried out in this survey. The company's act said that the company should take 10 miles on each side of the railway, but the company had taken considerably more land to the south of the line than to the north.

Hon. Premier Turner could not see how that would in any way prejudice the province. There might be good reasons why there should be a larger extent surveyed on the south side than the north. Possibly also when the land was surveyed they did not know the precise location of the line.

The second reading was agreed to and the bill was sent into committee on the bill, Mr. Kennedy in the chair.

Mr. Seward moved the insertion of a new clause which enacted that nothing in this act should be held to extend the time for completion of the survey of lands selected more than at the most 10 years from the date of the act. The date in which the Kootenai & Selkirk Railway Act, 1902, section 2, the lands were to be selected.

The amendment was agreed to, and the bill was reported complete with amendments.

The report was adopted and the bill passed.

The Bill of the Kootenai & Selkirk Railway Co. bill was further considered in committee, and was reported complete with amendments.

The report was adopted.

Mr. Williams resumed the debate on the motion, as follows: "That the Kootenai & Selkirk Railway Company have been allowed to survey and take up land and grant in a manner not contemplated by the act." He claimed that the act was passed for this company six months before the date of the railway act, which was a violation of the act. Moreover, the company had not been allowed to take up land and grant, as they had not taken up the land. The act had been administered in a manner not contemplated by the act. The act was passed for this company six months before the date of the railway act, which was a violation of the act.

Hon. Premier Turner replied that Mr. Williams was taking quite a different line of argument. He said that the act was passed for the company six months before the date of the railway act, which was a violation of the act. The act was passed for this company six months before the date of the railway act, which was a violation of the act.

was not entitled to the 10,240 acres per mile unless it took the land along its line. He did not know whether he had backed out of that position. For himself he held that when the act said that the company could take 10,240 acres per mile of railway, it constituted the company as entitled to that quantity. (Hear, hear.) The hon. gentleman said that those lands were worth at least \$1 an acre. Supposing then that the legislature, instead of giving the land, had decided to assist the railway company in dollars to the extent of \$10,240 per mile, was it to be supposed that they would back out of their promised aid? The hon. gentleman

Continued on page seven.

man said that, in consequence of the line being devious and winding and thereby preventing the company from getting, along with it, the land it was entitled to, the government should not give it the full grant. That was an ungenerous proposition and one that they could all see the fallacy of. (Hear, hear.) It would be a most dishonest proceeding to promise the company so many acres, a mile, and then say that if it could not get all the land along its line it should not have it at all. As to the alternate blocks, that matter was explained the other day. It was then clearly shown that it was thought to be in the interests of the province that instead of the company travelling all over the district of West Kootenai to select its land the government should step in and define the plan in the alternate blocks where the company could place its selections. He still held that that was the better policy than allowing the company to wander freely over the whole district, and perhaps taking up the best part of the country to rest its claims on. As a matter of fact, it was argued very strongly in the house—and no one could dispute it—that the land along the line of railway—the land the company had taken—was virtually valueless. Further away from the line the land was thought to be more valuable. It was true that owing to the fact of the railway running through the country and the discovery of minerals, the land on either side had become very valuable. They really had to thank the railway for the rapid development of the country and the great increase in the worth of the land. It seemed to him that it was open to question whether the hon. gentleman (Mr. Williams) was right in urging that the government should allow the company to travel all over the country to get its selection of land, in place of giving it alternate sections. (Cheers.)

Mr. Williams said he did not say that. Mr. Semlin remarked that the hon. leader of the government had put words into the mouth of his learned friend that he had not uttered, and moreover Mr. Turner had not given one reason why the resolution should not pass, and he did not suppose he could. He could not see where the thanks to Mr. Corbin and his friends came in, nor could he see how any hon. member who valued his veracity could help voting for the resolution.

Mr. Seward said that the government had no right whatever to grant land to the Kootenai & Selkirk railway except under the terms of that company's act, and in deviating from those terms they had exceeded their powers. The government had not been able to contract that statement. He moved the adjournment of the debate.

This was agreed to, and the house rose at 6 p. m.

Times Apr 28-97.

CHILLIWACK ELECTION.

Mr. Williams, rising to a question of privilege, drew the attention of the house to the fact that a writ had been issued for the bye-election in Chilliwack and only four days allowed between nomination and polling days. Such a short time showed indecent haste on the part of the government.

Mr. Semlin said that by the bogus writ issued by the government, eight days were allowed between nomination day and polling day. If eight days were necessary then why was four days considered sufficient now? Were they afraid the opposition would go to Chilliwack?

Mr. Turner—They are there now. Mr. Walker—The third party can't get away. (Laughter.)

MINES INSPECTION.

The house went into committee, with Mr. Macpherson in the chair, to consider the "Inspection of Metaliferous Mines Act."

Hon. Col. Baker introduced several amendments to the bill. Among them was one to the effect that "no boy under the age of twelve years of age, and no woman or girl of any age, shall be employed in or allowed to be for the purpose of employment in any mine to which this act applies below ground."

Dr. Walkem moved to add after the words "girl of any age," the words, "no Chinese or Japanese person." These words were added.

Other amendments were: "No boy under the age of 16 shall be employed underground for more than 54 hours in any one week, or more than ten hours in any one day."

"The person in charge of the machinery for raising or lowering men must be a male of at least 18 years of age."

To this was added, on motion of Dr. Walkem, "but in no case shall the person in charge be of the Chinese or Japanese race."

Several other amendments were added and the committee rose and reported the bill complete with amendments.

REVISED STATUTES.

Hon. Mr. Eberts moved the second reading of the Revised Statutes bill. He said the act as drawn was submitted to the commissioners and they were unanimous in recommending its introduction. This showed the work of revision had been thoroughly done. The revision of the statutes would contain as much matter as would the consolidation of the Dominion statutes. In the revised statutes would be embodied other statutes which the commissioners deemed advisable to bring into their report. The house and the country were to be congratulated on the fact that the work of revision had been done at a reasonable rate.

Mr. Williams could not agree with many of the remarks of the attorney-general. There were no draft statutes but only two reports were received from the chief justice. The reports would have to be revised by the other commissioners. If the work of revision had been carried out properly much expense would have been saved. A great deal of new matter had been introduced into these reports which never had been law. The commissioners had not been granted power to eliminate anything from these reports, only to correct inaccuracies. Everything supposed to be the law should be consolidated in the revised statutes. As it was now every one would be in doubt as to how much law not included in the consolidated statutes was in force. The house was asked, without seeing what the commissioners would do with the revision, to make the work of the commissioners law.

Dr. Walkem said that when the statutes were revised by the revisers it would be found that the work was well done. If the revised statutes were left on the members' desks for ten years the members would not know more about them than they do now and he would therefore support the second reading.

Mr. Semlin said that if the whole work of revision had to be done over again a large amount of money was lost to the taxpayers. He would not oppose the second reading of the bill, but he still thought the work of revision had been badly managed.

Hon. Mr. Pooley said the whole of the province would have confidence in the work of the revisers. The statutes of this session will be included in the consolidated statutes. The government had taken every precaution to have the work of revision thoroughly well done.

Mr. Kennedy said that he had examined into the revised statutes in connection with the poison act, and he found that the commissioner had left rural districts without a poison act. If there were many defects of this kind he would not have much faith in the work of revision.

Mr. Helmecken had always expressed himself as satisfied with the ability of the sole commissioner, but he had always maintained that a work of such importance should have been entrusted to more than one commissioner. The work had been done with marvelous industry. The commissioners had been appointed to revise the work of the sole commissioner, and now that the work had been done all should assist in bringing the matter into shape. He would therefore vote for the second reading.

Mr. Seward said the members were asked to declare that a work not yet printed shall be law. The house ought not to assume the responsibility of passing the act in its present form.

The second reading was carried on a division.

BRITISH PACIFIC.

Before the house went into committee on the Canadian Western Railway bill, Mr. Seward moved and Mr. Kennedy seconded, as an instruction to the committee to consider the following: To amend section 1 by adding a subsection: "This section is passed upon the express condition that no cash under the provisions of the British Columbia Public Works Act, 1897, shall be paid to the company whose time for the construction of such railway is extended."

Mr. Seward said that the object of the amendment was to prevent the extension of time by subsidy.

Hon. Mr. Turner said Mr. Seward should be satisfied with all that had been done already. This was a sure the members would on a resolution of this kind, passed would endanger the construction in the province.

Mr. Semlin said Mr. Seward carry his resolution without the support of the members, and those supporters who had supported Seward's amendment could abuse the premier had heaped Mr. Turner said there was no Pacific in the subsidy bill, not say that there was no British in the Canadian Western railway. The motion was defeated on a following division:

Ayes—Messrs. Williams, Semlin, Graham, Kennedy, Burns, Kidd, Macpherson, Stoddart, Walker, 12.

Noes—Messrs. Pooley, Eberts, Rogers, Huff, Irving, Braden, or Baker, Turner, Adams, Ben. Muttar, Helmecken, 15.

The house went into committee on Mr. Stoddart in the chair, to the bill. The committee reported the bill complete with amendments.

KASLO & SLOCAN.

Hon. Mr. Turner moved the second reading of the Kaslo & Slocan bill. He said the object of the bill was to give the company six months' extension of time to complete the survey of the lands.

Mr. Semlin replied that the bill had not been carried out with regard to the appropriation of lands, to the map which he produced in relation regarding the reserve had been violated.

The bill was then read a second time.

The government wanted the bill to go into committee immediately. Williams stated that the grant of the railway lands would be a great boon to the government and the railway company.

After further discussion the bill was withdrawn and the house went into committee with Mr. Kennedy in the chair.

Mr. Seward moved a new section stating that nothing in this bill should extend the time of exemption from taxation. The section was added.

The committee rose and reported the bill complete with amendments. The report was adopted and the bill passed a third time.

PRIVATE BILLS.

The Pend d'Oreille Power Company's bill was further considered in committee with Major Muttar in the chair. The committee reported the bill complete with amendments.

MR. WILLIAMS' MOTION.

The debate was then resumed. Williams' motion as follows: "That the Nelson and Fort Sheppard railway company have been allowed to take up their land grant in a manner not contemplated by the act."

Mr. Williams stated that the bill had been reserved six months before it was field. This was a violation of the act. The railway now have the whole of the land which the railway passes. This so framed that a portion of the land valuable by the railway, retained by the government. In observing the act, the government willing to retain the land to that now owned by the railway. It was not impossible the land according to the act, a company also secured all the lands around Rossland.

Col. Baker—Rossland was not then.

Mr. Williams—It just shows the company were as good as lands where they would be and they were not restrained government. The law was administered to the disadvantage of the province. The same thing with reference to the Columbia

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BRITISH PACIFIC.

Before the house went into committee on the Canadian Western railway bill, Mr. SWORD moved and Mr. KIDD seconded, as an instruction to the committee, to consider the following amendment: To amend section 1 by adding as a subsection: "This section is passed upon the express condition that no cash subsidy under the provisions of the British Columbia Public Works Act, 1897, shall be paid to the company whose time for construction of such railway is herein extended."

Mr. SWORD said that the object of the amendment was to prevent the company securing the extension of time being paid by subsidy.

Hon. Mr. TURNER said Mr. SWORD should be satisfied with all the harm he had done already this session. He was sure the members would sit down on a resolution of this kind, which, if passed would endanger railway construction in the province.

Mr. SEMLIN said Mr. SWORD could not carry his resolution without the support of the members, and those government supporters who had supported Mr. SWORD's amendment could take the abuse the premier had heaped on them. Mr. TURNER said there was no British Pacific in the subsidy bill. He could not say that there was no British Pacific in the Canadian Western railway bill.

The motion was defeated on the following division:

Ayes—Messrs. Williams, Semlin, Cotton, Graham, Kennedy, Hume, SWORD, Kidd, Macpherson, Stoddart, Smith and Walkem.—12.

Noes—Messrs. Pooley, Eberts, Bryden, Rogers, Huff, Irvine, Braden, Macgregor, Baker, Turner, Adams, Booth, Martin, Mutter Helmecken.—15.

The house went into committee, with Mr. Stoddart in the chair, to consider the bill. The committee rose and reported the bill complete with amendments.

KASLO & SLOCAN.

Hon. Mr. TURNER moved the second reading of the Kaslo & Slocan railway bill amendment bill. He said that the object of the bill was to give the company six months' extension of time in which to complete the survey.

Mr. SEMLIN replied that the act had not been carried out with reference to the appropriation of lands. According to the map which he produced, the stipulation regarding the reserve of land had been violated.

The bill was then read a second time. The government wanted the house to go into committee immediately, but Mr. Williams stated that the granting of this railway lands would bear investigation, as the government appeared to be acting solely in the interests of the railway company.

After further discussion the objection was withdrawn and the house went into committee with Mr. Kennedy in the chair.

Mr. SWORD moved a new section which stated that nothing in this bill would extend the time of exemption from taxation. The section was added.

The committee rose and reported the bill complete with amendments. The report was adopted and the bill was read a third time.

PRIVATE BILLS.

The Pend d'Oreille Power and Light company's bill was further considered in committee with Major Mutter in the chair. The committee reported the bill complete with amendments.

MR. WILLIAMS' MOTION.

The debate was then resumed on Mr. Williams' motion as follows: "That the Nelson and Fort Sheppard railway company have been allowed to survey and take up their land grant in a manner not contemplated by the act."

Mr. Williams stated that the land had been reserved six months before the plan was filed. This was a distinct violation of the act. The railway company now have the whole of the land through which the railway passes. The act was so framed that a portion of the lands made valuable by the railway should be retained by the government. Instead of observing the act, the government are willing to retain the land to the rear of that now owned by the railway company. It was not impossible to give the land according to the act. The company also secured all the valuable lands around Roseland.

Col. Baker—Roseland was not known then.

Mr. Williams—It just shows that the company were astute enough to choose lands where they would be valuable, and they were not restrained by the government. The law was being administered to the disadvantage of the province. The same thing held good with reference to the Columbia & West-

ern railway company. The railway companies should be compelled to accept poor lands with good lands.

Hon. Mr. TURNER reiterated the arguments used in a previous debate. He again asserted that it would be better to give the company all the land along the line of railway than allow it to go all over Kootenay district for land.

Mr. SEMLIN said Mr. TURNER had not given one reason why the resolution should not pass the house. When the government found that the land along the railway was very valuable they coolly gave it all away to Mr. Corbin and his associates. The government were continually hunting a some one to worship, and when they ran across a railway magnate they bowed their knee at once. The government no doubt favored Mr. Corbin because he built a smelter on the American side.

Mr. SWORD supported the resolution. The government had not offered and explanation for overriding the act. The government had no right to grant any land except in compliance with the terms of the act. They exceeded their powers in otherwise giving lands. He moved the adjournment of the debate. The house adjourned at six o'clock.

World Apr 28-97

FIFTY-THIRD DAY.

From Our Own Correspondent.

VICTORIA, April 27.—The most important event of to-day was the bringing down of a bill to further aid the ranchers along the Fraser by strengthening the dykes. The measure is given in detail elsewhere and it will show how anxious the Government is to help the farmers and others in every legitimate way. No doubt we shall have some furious opposition from those who sit on Mr. Speaker's left. It is not to be expected that they can sit still while the Government helps on the country. The Kaslo & Slocan bill passed all its stages to-day and the Nelson and Fort Sheppard bill would doubtless have been treated in the same way if Mr. Kellie had been in his place. The hon. member, however, has some amendments which must keep the bill back till he returns. Where is Mr. Forster? Can it be that he is at Chilliwack instead of looking after that grain on the Bon Accord?

The Speaker took the chair at 2 o'clock and Rev. D. Macrae read prayers.

Mr. HUFF asked the Minister of Mines the following questions: "Have any negotiations taken place between the Government and the Esquimalt and Nanaimo Railway Company, with reference to the acquisition by miners of the right to mine and acquire titles in what is known as the E. & N. Railway belt on Vancouver Island? If so, has any conclusion been arrived at, and what is the tenor of the same?"

Hon. Col. BAKER in reply said: Mr. James Dunsmuir states that he will make most favorable terms with any free miners who may apply to him for the surface rights and mineral rights, coal excepted. The price he names at present for all surface and mineral rights is \$3 per acre and 20 cents per ton on all ore extracted and time will be given for payment.

The report on the Nelson & Fort Sheppard bill was adopted.

Mr. SWORD asked the Attorney-General if the bill would extend the time exempting certain lands of the company from taxation?

Hon. D. M. EBERTS said section 3 of the company's 1896 act exempted selected lands from taxation for ten years and that term was to commence one year after the selection, while the selection had to be made within one year from the passage of the act. So far as the selected lands are concerned this bill would give no further exemption from taxation.

Mr. WILLIAMS on a question of privilege noted that the election in Chilliwack was to take place four days after nomination day. It seemed to him that that was undue, and he might almost say, indecent haste. What was the necessity for this haste?

Mr. SEMLIN said that by the bogus writ—if he might be excused for using that term—there were eight days between nomination and election. What reason could the Government assign for reducing that?

Hon. Mr. TURNER: "The election is not to be at an earlier date than before."

Hon. Premier TURNER presented a return of money expended under special warrants between April 8, 1896, and April 21, 1896. It shows that \$47,386 was thus expended.

Hon. Premier TURNER brought down a message from the Lieut.-Governor transmitting a bill for the redemption of certain debentures issued for the construction of dyking works and subject thereto to authorize the expenditure of additional money for constructing, extending and repairing certain dykes. After formalities the bill was read a first time.

The House went into committee on the Metalliferous Mines bill, Mr. Macpherson in the chair.

Hon. Col. BAKER introduced a number of amendments comprising rules and regulations. He said they were mostly the rules that governed the working of the Cornish mines.

Dr. WALKEM moved amendments the effect of which was to prevent the employment of "any Chinese or Japanese person" below ground and to prevent anyone of the "Chinese or Japanese race" from being in charge of the machinery for the raising or lowering of men.

The amendments were adopted after protests from Mr. Bryden. More amendments were also inserted and the bill was reported complete.

D. M. EBERTS in moving the second reading of the bill respecting the Revised Statutes said: "I may say, sir, that the House is to be congratulated, in being placed in a position of having before it a bill of this nature which has for its object the giving the force of law to the revision of the statutes. When, sir, this act is passed it will be followed, as you know, by the publication of the statutes and their distribution throughout the Province. The bill as drawn has been submitted to the commissioners who are at present consolidating the statutes and they are unanimous in recommending the introduction of it which, Mr. Speaker, is a guarantee that the work that has been

entrusted to them by the Legislature will be carried out at a very early date, and I hope, sir, that during the present year the work of the commissioners will have been finished and the Revised Statutes of British Columbia will be in a position to be distributed. When it is called to mind, sir, that this consolidation and revision of the statutes of the Province includes also the introduction into this Province of all the English statutes applicable to British Columbia from the time of Magna Charta down to the present date, I am satisfied that this revision will contain as much matter as is contained in the Dominion or Ontario statutes." Continuing, he remarked that the statutes had been thoroughly revised and in many cases redrafted, and he was satisfied they would be completed at about half the cost of either of the other revisions he had mentioned. He felt that it was a matter of congratulation that the House should find itself in a position to pass this bill, thus taking the necessary steps to give the force of law to the consolidation. The aim of the work and scope of the revision was to adhere strictly to the spirit of existing laws, departing from its letter only to that extent which might be requisite to rectify apparent inaccuracies and cure ambiguities, and to consolidate and revise the law and bring it up to the present date. But the work would go further than that. The commissioners had considered it expedient to place in the report before the Government acts passed since 1888 or amended since then, and not applicable here, as, for instance, the actors' Act and the Pawnbrokers' Act. These acts had been improved in the parent land, and when the consolidators returned the roll to the Government those acts which were not the law of the land by statute would be found embodied in the revision. This act authorizes the Government to proclaim such of the statutes reported by the commissioners as were a mere reproduction of existing laws, while at the next session of the Legislature a bill would be introduced making the additional acts bound up in the revision the law of the land. That was done in order to make the revision uniform and complete. He felt that the House and the country was to be congratulated on this revision, and when it was finally complete British Columbia would be able to boast of having at least as good, if not better, revision than the Dominion or any other Province. (Cheers.)

Mr. WILLIAMS failed to take a second view of the act as the Attorney-General. They all agreed that the revision of the statute was necessary, but at present no revision had really taken place. There were no draft statutes as the bill said, but only two reports by one commissioner, and which had to be revised by two others. Thus a bill had been brought down to make law a revision which had not yet been made. The commissioners were revising the revision, and when they got through with it what would they have? They did not know it. Yet they were asked, without ever seeing the revised revision, to make it law! He did not want to say anything against the revision, and he had no doubt it would be quite satisfactory.

Dr. WALKEM supported the bill.

Mr. SEMLIN from a business point of view felt that the statutes revision had been badly arranged.

Hon. Mr. POOLEY challenged the statement. He said this revision had been a most difficult work. The statutes as they appeared in the two volumes presented to hon. members had emanated from the learned Chief Jus-

It was not considered that members of the House could devote the time to examine thoroughly into the correctness and it was thought advisable to place that matter in the hands of the two learned gentlemen who were now doing it and who were competent and had the time at their disposal to make a further examination of these statutes to see that no errors had crept in and to give the finishing touch to them. He was sure the whole of the Province would have confidence when the revision was finished that the laws had been thoroughly well looked into and were made to suit the circumstances of the Province required. The volumes so thoroughly prepared by the learned Chief Justice had been recently overlooked by the other revisers and the new volume which would come down would not be the volume already issued. It would be a new roll entirely. The hon. gentleman complained that two volumes had been issued. That had been done so that all parties interested could look well through them and make any suggestions they thought fit to the commissioners. The Government had not been extravagant in the matter. At the last Dominion revision, in 1886, the same thing was done. Two volumes were sent out to all the lawyers in the Province for them to look over. The volumes were again revised the following year and amendments were made to them. Then, and not till then, were they declared law. They could not do these things in a hurry. He again asserted that the Government could not be accused of extravagance in this matter, but on the contrary, claimed that they had taken every precaution to see that the work was thoroughly well done.

Mr. HELMCKEN complimented Chief Justice Davis on his work, and after some further debate the second reading was carried.

Mr. SWORD on the motion to go into committee of the whole on Bill No. 74 (Canadian Western Railway) moved as an instruction to the committee to consider the insertion of the following amendment: To amend section 1 by adding as a subsection: "This act is passed upon the express condition that no cash subsidy, under the provisions of the British Columbia Public Works Act, 1897, shall be paid to the company whose time for construction of such railway is herein extended." The object of the amendment was to prevent the subsidy of \$4,000 per mile being granted to the Butte Inlet Quesselle road.

Hon. Mr. TURNER said: "I had hoped the hon. member for Dewdney (Mr. Sword) would have rested on his laurels. He has done more harm this session than any other hon. member in trying to stop railway construction in the Province. I cannot help thinking that gentlemen of this House will see that it is of the utmost importance to the Province to make as strong an attempt as possible to get railways constructed for opening up and developing British Columbia. Such resolutions as the one just moved, if carried, would have the effect of stopping the financing of gigantic operations and important schemes that are now before the Province."

The Amendment was lost by 15 votes to 12 on the following division:

Ayes—Williams, Semlin, Cotton, Graham, Smith, Kennedy, Hume, Sword, Kidd, Macpherson, Stoddart, Walkem—12.

Nays—Turner, Baker, Eberts, Pooler, Martin, Adam, Booth, Bryden, Rogers, Huff, Helmcken, Mutter, McGregor, Bryden, Irving—15.

The bill was next passed through committee and reported complete with amendments.

The Kaslo & Slocan Railway bill was read a second time and reported complete in committee.

The report was adopted and the bill was read a third time and passed.

The Fend d'Oreille Power and Light

violating the act. Moreover the company had not gone 16 miles back from their road as their act said, and had not taken alternate blocks. The law had been administered to the disadvantage of the Province and the company had been allowed to take lands wherever they thought fit. That was not the intention of the act.

Hon. Premier TURNER said: "I notice in his arguments this afternoon the hon. gentleman (Mr. Williams) has taken quite a different course from the one he took the other day. I suppose he has seen the error of his ways." Continuing, he said that the other day his hon. friend argued that the railway company was not entitled to the 10,240 acres per mile unless it took the land along its line. He did not know whether he had backed out of that position. For himself he held that when the act said that the company could take 10,240 acres per mile of railway constructed the company was entitled to that quantity. The hon. gentleman said that those lands were

worth at least \$1 an acre. Supposing then that the Legislature, instead of giving the land, had decided to assist the railway company in dollars to the extent of \$10,240 per mile, was it to be supposed that they would back out of their promised aid? The hon. gentleman said that, in consequence of the line being devious and winding and thereby preventing the company from getting, along with it, the land it was entitled to, the Government should not give it the full grant. That was an ungenerous proposition and one that they could all see the fallacy of. It would be a most dishonest proceeding to promise the company so many acres a mile, and then say that if it could not get all the land along its line it should not have it at all. As to the alternate blocks, that matter was explained the other day. It was then clearly shown that it was thought to be in the interests of the Province that instead of the company traveling all over the district of West Kootenay to select its land the Government should step in and define the plan in the alternate blocks where the company could place its selections. He still held that that was the better policy than allowing the company to wander freely over the whole district, and perhaps taking up the best part of the country to suit its claims on.

As a matter of fact, it was argued very strongly in the House—and no one could dispute it—that the land along the line of railway—the land the company had taken—was virtually valueless. Further away from the line the land was thought to be more valuable. It was true that owing to the fact of the railway running through the country and the discovery of minerals, the land on either side had become very valuable. They really had to thank the railway for the rapid development of the country and the great increase in the worth of the land. (Cheers.)

Mr. SEMLIN and Mr. SWORD could not see that the Government had answered the Opposition's objections. The latter moved that the debate be adjourned. Carried.

The House adjourned just before 6 p.m.

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FIFTY-THIRD DAY—TUESDAY.

Victoria, April 27.—The House met at 2 p.m., and prayers were read by Rev. D. Macrae.

ISLAND RAILWAY MINERALS.

MR. HUFF asked: Have any negotiations taken place between the Government and the Esquimalt & Nanaimo Railway Company, with reference to the acquisition by miners of the right to mine and acquire titles in what is known as the "E. & N. railway belt," on Vancouver Island? If so, has any conclusion been arrived at, and what is the tenor of the same?

HON. MR. BAKER—"Mr. Jas. Duns-muir states that he will make most favorable terms with any free miners who may apply to him for the surface rights and mineral rights, coal excepted. The price he names at present for all surface and mineral rights is \$3 per acre and 20 cents per ton on all ore extracted, and time will be given for payment."

NELSON AND FORT SHEPPARD.

HON. MR. EBERTS, on motion to adopt the report from committee of the whole on the Nelson and Fort Sheppard Railway Act extension bill, answered Mr. Sword's question as to the time during which the railway lands are to be exempt from taxation. Mr. Eberts said that in 1892 an Act was passed granting this railway 10,240 acres of land for every mile of railway, and that land was to be selected within one year. If such 10,240 acres of land could not be obtained along the line of railway, owing to the alienation of land prior to the railway grant, the Lieutenant-Governor-in-Council had been authorized to grant the company 10,240 acres for every mile, to be selected in any part of the district of West Kootenay. The ten years that these lands were to be exempt from taxation were to commence one year after the passage of the Act. That selection had to take place within one year after the passage of the Act, and, therefore, he would submit that the passage of the bill now before the House could give no further exemption.

MR. WILLIAMS pointed out that the lands to be granted to the company were to be exempted from taxation for a period of ten years under another clause in the bill. If that included all the lands given to the company, there would be no difference made between any lands, at whatever date acquired by the company—all would be entitled to ten years' exemption.

MR. COTTON said the matter could be very easily settled by inserting a clause in the bill now before the House.

CHILLIWACK ELECTION.

MR. WILLIAMS, on a question of privilege, objected to the nomination and polling days for the election in Chilliwack having so short an interval between them as four days.

MR. SEMLIN said the "bogus" writ—if he might be excused for using that term—allowed eight days' interval. What reason had the Government for cutting down the time?

HON. MR. TURNER said that the election is fixed for the same date. The matter then dropped.

DYKING DEBENTURES.

Hon. Mr. Turner presented a message from the Lieutenant-Governor, transmitting a bill to authorize the redemption of certain debentures issued for the construction of dyking works, and subject thereto to authorize the expenditure of additional monies in strengthening, extending and repairing certain dykes. The message was considered in committee. Mr. Rithet in the chair, and the bill having been reported, was read a first time.

Hon. Mr. Turner presented a statement of all special warrants signed by the Lieutenant-Governor, together with the expenditure incurred thereon, between 8th April, 1896, and 21st April, 1897, as required by the Revenue Act.

MINE INSPECTION.

The House went into committee on the Inspection of Metalliferous Mines bill, Mr. Macpherson in the chair. On motion of Dr. Walkem, clauses 12 and 14 were amended so as to absolutely preclude the employment of any Chinese or Japanese underground in any mines in the Province. On motion of Mr. Williams, section 31 was amended to read as follows: "If any person feel aggrieved by any conviction made by a court of summary jurisdiction on determining any information under this Act, the person so aggrieved may appeal therefrom."

Hon. Mr. Baker introduced a series of amendments and additions to the bill, including the promised rules and regulations to make it workable. These he said are largely the provisions governing the working of the Cornish mines. The bill is made to apply to all mines not coming under the Coal Mines Regulation Act. The employment underground of boys under 12 years or women or girls of any age, is prohibited, and it is provided that no boy under 16 shall be employed underground more than 54 hours in any week or 10 hours in any day. The following were among the new sections included:

14. The person in charge of the machinery for raising or lowering men must be a male of at least 18 years of age.

15. No wages shall be paid to any person employed in or about any mine to which this Act applies at or within any public house, beer shop, or place for the sale of any spirits, beer, wine, cider, or other spirituous or fermented liquor, or other houses of entertainment, or any office, garden or place belonging or contiguous thereto, or occupied therewith.

16. On or before the 15th day of January in every year, the owner, agent, manager or lessee of every mine to which this Act applies, shall send to the Bureau of Mines, in the City of Victoria, on behalf of the Minister of Mines, a correct return specifying with respect to the year ending on the preceding 31st day of December the quantity of metal or ore wrought in such mine, and the number of persons ordinarily employed in or about such mine above or below ground, and any other information as may be required.

18. The Minister of Mines may publish the aggregate results of such returns, but the individual returns shall not be published without the consent of the person making the same, or the owner of the mine to which they relate, and no person except the Inspector, or Provincial Mineralogist, or the Minister of Mines, shall be entitled, without such consent, to see the same. All such information shall be used for statistical purposes only.

The amendments proposed having been adopted, the committee rose and reported the bill complete.

STATUTE REVISION.

HON. MR. EBERTS moved the second reading of the bill respecting the Revised Statutes of British Columbia. He said that the bill as drawn had been submitted to the commissioners who are at the present time consolidating the statutes, and they were unanimous in recommending its introduction. He hoped

ed that during the present year of the commissioners will be and the Revised Statutes of British Columbia will be in a position to bring this Revision applies not only to laws passed by this Legislature, but to those parts of the English law made the law of this Province in 1858. It would also cover amendments that had been made to these laws so adopted since 1858. The Revision would contain no matter as was contained in the of the Dominion Statutes, or of any of the Provinces. The of this Province would be infinite than it had cost Ontario for vision. The principle of the revision been to adhere strictly to the existing law, departing from to rectify apparent inaccuracies, any ambiguities, and bring it up The bill now before the House as the Government to proclaim such statutes reported by the commissioners as were a mere reproduction of laws, while at the next session Legislature a bill would be introduced making the additional acts bound the revision the law of the land.

MR. WILLIAMS said that he he could agree with the Attorney in the rosate view he took of it he was sorry to say that he could not. It is certainly very desirable that statutes should be revised and down, but why not adopt the usual and revise them every ten years have no draft of the statutes as but only two reports brought down the Chief Justice. It was deemed that these should be again by two other commissioners. He doubt that very material law would be made in the draft revise these two commissioners. Conversely the two volumes already issued have to be reprinted at immense the country. The Government has brought down a bill to make law which does not yet exist. T missions under the law only had to correct inaccuracies, not to el anything. This bill in his opinion only apply so far as to permit the position of acts passed during the session and not to those passing the last session. Then he took tion to subsection 2 of section 6, lows:

"(2) On, from, and after such English Statute Law, 'The Cons Acts, 1888,' and the several Public of the Province passed since coming into force of the said 'Cons Acts, 1888,' shall, so far as they are within the legislative authority of the Legislature of British Columbia, be repealed to the extent that they are incorporated in 'The Revised Statutes of British Columbia, 1897,' or are repealed thereto."

That provision he contended it to be a source of great confusion was of opinion that everything as to be law should be embodied consolidation. Under the proposition, anyone wishing to consult tutes will have to go all through Revision to see whether the Act. be in search of has been repealed still in force. He did not think a dition had ever before been adopted a draft of it had been filed. no doubt that the revision eventually turn out satisfactory did, however, object to the Government trying to pass into law a revision has not yet been made.

DR. WALKEM said that the speaker was apparently bothered. There must be a amount of faith in the commissioners are thoroughly competent men would support the second reading bill.

MR. SEMLIN wished to know the value of the two volumes already issued. If we are to have a third it will be difficult to get at the matter, to say nothing of t to the Province. The Attorney had said that the cost would be less than that of the revisions Ontario and the Dominion statute had not stated the amount.

Hon. Mr. Eberts said the cost h \$100,000 to the Dominion and \$80, Ontario.

Mr. Semlin continued that it i comfort to the people of British bia to know that the work as fi cheaper if it has all to be do again.

HON. MR. POOLEY said has been well and cheaply done present commissioners are going the work and putting the finishing on. He was confident that work is finished it will be found satisfactory.

N said the matter could be settled by inserting a bill now before the House.

VACK ELECTION.

MS, on a question of order, moved the nomination of the election in Chilso short an interval before four days.

said the "bogus" writ—excused for using that eight days' interval, and the Government for the time?

URNER said that the for the same date. en dropped.

DEBENTURES.

ner presented a message from the Governor, transmitting the redemption of the bonds issued for the construction of the railway, and subject to the expenditure of the in strengthening, ex-irring certain dykes. The sidered in committee, chair, and the bill hav- was read a first time. ner presented a state- tial warrants signed by overnor, together with incurred thereon, be- 1896, and 21st April, by the Revenue Act.

INSPECTION.

t into committee on the talliferous Mines bill, in the chair. On mo- em, clauses 12 and 14 as to absolutely pre- ment of any Chinese or ound in any mines in motion of Mr. Wil- was amended to read: ny person feel aggriev- tion made by a court iction on determining nder this Act, the per- ay appeal therefrom." introduced a series of additions to the bill, mised rules and regu- t workable. These he e provisions governing e Cornish mines. The ply to all mines not e Coal Mines Regula- yment underground ears or women or girls ibited, and it is pro- nder 16 shall be em- 1 more than 54 hours 0 hours in any day, 0 among the new sec-

in charge of the ma- g or lowering men at least 18 years of

ll be paid to any per- about any mine to lies at or within any hop, or place for the beer, wine, cider, or fermented liquor, or entertainment, or any lace belonging or con- occupied therewith. the 15th day of Janu- the owner, agent, man- every mine to which all send to the Bureau ty of Victoria, on be- of Mines, a correct with respect to the preceding 31st day of ity of metal or ore ine, and the number ty employed in or ove or below ground, mation as may be

of Mines may pub- results of such re- idual returns shall ilitout the consent of the same, or the to which they relate, pt the Inspector, or gist, or the Minister entitled, without such same. All such in- used for statistical

proposed having been tee rose and reported

REVISION.

TS moved the second respecting the Re- itish Columbia. He as drawn had been mmissioners who are consolidating the ere unanimous in reduction. He hop-

ed that during the present year the work of the commissioners will be finished and the Revised Statutes of British Columbia will be in a position to be issued. This Revision applies not only to all the laws passed by this Legislature, but also to those parts of the English law that were made the law of this Province in 1858. It would also cover amendments that had been made to these English laws so adopted since 1858. The whole of the Revision would contain as much matter as was contained in the Revision of the Dominion Statutes, or of those of any of the Provinces. The cost to this Province would be infinitely less than it had cost Ontario for its revision. The principle of the revision had been to adhere strictly to the spirit of the existing law, departing from it only to rectify apparent inaccuracies, clear up any ambiguities, and bring it up to date. The bill now before the House authorised the Government to proclaim such of the statutes reported by the commissioners as were a mere reproduction of existing laws, while at the next session of the Legislature a bill would be introduced making the additional acts bound up in the revision the law of the land.

MR. WILLIAMS said that he wished he could agree with the Attorney-General in the roseate view he took of this bill; he was sorry to say that he could not. It is certainly very desirable that the statutes should be revised and brought down, but why not adopt the usual practice and revise them every ten years. We have no draft of the statutes as revised, but only two reports brought down by the Chief Justice. It was deemed necessary that these should be again revised by two other commissioners. He had no doubt that very material alteration would be made in the draft revision by these two commissioners. Consequently the two volumes already issued would have to be reprinted at immense cost to the country. The Government had now brought down a bill to make law a revision which does not yet exist. The commissioners under the law only had power to correct inaccuracies, not to eliminate anything. This bill in his opinion would only apply so far as to permit the incorporation of acts passed during the present session and not to those passed during the last session. Then he took exception to subsection 2 of section 6, as follows:

"(2) On, from, and after such day, the English Statute Law, The Consolidated Acts, 1888, and the several Public Statutes of the Province passed since the coming into force of the said 'Consolidated Acts, 1888,' shall, so far as the same are within the legislative authority of the Legislature of British Columbia, stand repealed to the extent that they are incorporated in 'The Revised Statutes of British Columbia, 1897,' or are repugnant thereto."

That provision he contended is likely to be a source of great confusion. He was of opinion that everything supposed to be law should be embodied in this consolidation. Under the proposed provision, anyone wishing to consult the statutes will have to go all through the Revision to see whether the Act he may be in search of has been repealed or is still in force. He did not think a consolidation had ever before been adopted until a draft of it had been filed. He had no doubt that the revision would eventually turn out satisfactorily. He did, however, object to the Government trying to pass into law a revision, which has not yet been made.

DR. WALKER said that the last speaker was apparently borrowing trouble. There must be a certain amount of faith in the commissioners who are thoroughly competent men. He would support the second reading of the bill.

MR. SEMLIN wished to know what is the value of the two volumes already issued. If we are to have a third volume it will be difficult to get at the gist of the matter, to say nothing of the cost to the Province. The Attorney-General had said that the cost would be much less than that of the revisions of the Ontario and the Dominion statutes, but had not stated the amount.

Hon. Mr. Eberts said the cost had been \$100,000 to the Dominion and \$80,000 to Ontario.

Mr. Semlin continued that it is small comfort to the people of British Columbia to know that the work so far done cheaper if it has all to be done over again.

HON. MR. POOLEY said the work has been well and cheaply done. The present commissioners are going through the work and putting the finishing touches on. He was confident that when the work is finished it will be found to be satisfactory.

MR. KENNEDY trusted that the revision would turn out all right, but since his researches about the Poison Act he had not that blind faith in it he formerly had.

MR. HELMCKEN said that if it had not been for the assurance of the Attorney-General that the work would soon be completed he could not have allowed the proposed legislation to go through in this way. He was very glad indeed to hear that the work would soon be finished. It is too vast a work to be committed to one man, and it would have been better to have entrusted this work at the outset to more than one commissioner, as he had then pointed out.

MR. SWORD said that he would not take the responsibility of voting for a revision which had not yet been made to become law.

Bill read a second time.

BRITISH PACIFIC RAILWAY.

MR. SWORD, on motion to go into committee of the whole on the Canadian Western Central Railway Bill, moved as an instruction to the committee to amend section 1 by adding as a sub-section: "This section is passed upon the express condition that no cash subsidy, under the provisions of the 'British Columbia Public Works Act, 1897,' shall be paid to the company whose time for construction of such railway is herein extended."

HON. MR. TURNER said he had hoped that the hon. member for Dewdney (Mr. SWORD) would have rested on his laurels, having done more harm this session than any other member in trying to stop railway construction in the Province. He could not help thinking that gentlemen of this House would see that it is of the utmost importance to the Province to make as strong an attempt as possible to get railways constructed for opening up and developing British Columbia. Such resolutions as the one just moved, if carried, would have the effect of stopping the financing of gigantic operations and important schemes that are now before the Province.

MR. SEMLIN spoke in favor of the amendment.

The amendment being put was negatived on the following division:

For—Messrs. Cotton, Graham, Hyme, Kennedy, Kidd, Macpherson, Semlin, Smith, Stoddart, SWORD, Walkem, and Williams—12.

Against—Messrs. Adams, Baker, Booth, Braden, Bryden, Eberts, Helmcken, Huff, Irving, Martin, McGregor, Mutter, Pooley, Rogers and Turner—15.

The bill was then considered in committee and reported complete with amendments.

KASLO & SLOCAN LANDS.

HON. MR. TURNER moved the second reading of the bill giving the Kaslo & Slocan Railway Co. an extension of six months to complete the selection and survey of their lands. As he had before explained, owing to circumstances over which they had no control it was found impossible by the company to carry out that portion of their undertaking, but they had carried out what was of supreme importance to the Province—the construction of the line, which is likely to prove of immense benefit to the Province.

MR. SEMLIN would not oppose the second reading, but he claimed that the law had not been carried out in this survey. The Company's Act said that the company could take 16 miles on each side of the railway, but the company had taken considerably more land to the south of its line than to the north.

HON. MR. TURNER could not see how that would in any way prejudice the Province. There might be good reasons why there should be a larger extent reserved on the south side than the north. Possibly also when the land was reserved they did not know the precise course of the line.

The second reading was agreed to and the House went into committee on the bill. Mr. Kennedy in the chair. Reported complete without amendment, read a third time and passed.

The Pend d'Oreille Power and Light Co.'s bill was further amended in committee and reported complete with amendments; and the report on the Grand Forks Power & Light Co.'s bill was adopted.

NELSON & FORT SHEPPARD LANDS.

MR. WILLIAMS resumed the adjourned debate on his motion: "That the Nelson & Fort Sheppard Railway Company have been allowed to survey and take up their land grant in a manner not contemplated by the Act." He thought that he would very shortly be able to show that the land grant of this company has not been taken up in ac-

cordance with the Act. The Government had reserved the land for 16 miles on each side of the railway six months before the company had filed a map of their selected land. That was a direct violation of the Act. According to the Act they had no right to take up land until a plan was filed, and the bond completed. Furthermore, the company were to select land in alternate blocks having a frontage on the railway and a depth of 16 miles. This had not been done. In order to obtain the most valuable land, the company has not gone to the full length of 16 miles. In addition to that on the 3rd October, 1895, the company made another survey, and included in that all the alternate blocks reserved for the Government. So that the company have included in their survey the whole of the land through which the railway passes—in fact the Government have only about one mile of frontage on the railway. The Act states that the land should be in alternate blocks, so that the value being enhanced by the construction of the railway, some benefit should accrue to the Province in return for the land given away. It had been given as an excuse by the Finance Minister that it was impossible to get the full amount of land in the locations suggested by the Act. Consequently, instead of the company looking elsewhere in the West Kootenay District, the Government told them to take up the alternate blocks. Further it had been said that it was so valuable. Evidently Mr. Corbin—who is not given to doing things from philanthropic motives—knew the land was valuable. The company have another selection of most valuable land in, or above Rossland. It is all very well to urge that at that time nobody knew there was going to be a Rossland. The company evidently knew, thus proving themselves once more better business men than the Government. This company have been allowed to select their lands contrary to the Act. He invited the House, too, to look at the map and see how the Columbia & Western selection of lands has gone on. One would soon marked the spots of land wherever there is a creek, or a valuable piece of territory—picking out tit-bits throughout the country is all that mode of procedure could be termed. He held that he had shown that the resolution is correct in its statement, and that the Government have not carried out the law as contemplated in the Act. (Applause.)

HON. MR. TURNER said that the other day Mr. Williams argued that the railway company were not entitled to the 10,240 acres per mile unless they took the land along their line, but to-day he seemed to have backed out of that position. For himself he held that when the Act said that the company could take 10,240 acres per mile of railway constructed the company were entitled to that quantity. (Hear, hear.) It would be a most dishonest proceeding to promise the company so many acres a mile, and then say that if it could not get all the land along its line it should not have it at all. As to the alternate blocks, that matter was explained the other day. It was then clearly shown that it was thought to be in the interests of the Province that instead of the company travelling all over the district of West Kootenay to select its land the Government should step in and define where the company could place its selections. It is true that owing to the fact of the railway running through the country and the discovery of minerals, the land on either side has become very valuable. They really have to thank the railway for the rapid development of the country and the great increase in the worth of the land.

MR. SEMLIN said that he was sorry that the Government did not see the error of their ways. The leader of the Government had sat down without advancing one valid reason why this resolution should not pass the House. The fact was that he could not. Mr. Corbin evidently knew more about the value of these lands than the Government. Unfortunately the Province always gets the worst of it in any railway contract. He thought no member of the House could conscientiously vote against the resolution.

MR. SWORD was desirous to hear some explanation of the map produced by the hon. member for Vancouver (Mr. Williams). So far no arguments had been advanced to convert the position taken by that hon. member. The Government should also realize that lands they are ready to-day to give away as valueless may shortly become of great value. He moved the adjournment of the debate.

This was agreed to and the House adjourned at 6 p.m.

on moved, and Mr. Semlin
following: "Whereas Her
Government have entered into
with the Empire of Japan
among other articles, it is pro-
vision of Her Majesty's colonies
parties to the said treaty on
do so within a specified pe-
whereas this province from
ical position is more imme-
right face to face with the
Asiatic immigration than
ices of the Dominion; and
legislature have repeatedly
their opinion that such immi-
uld be restricted: Resolved,
etful address be presented
Governor praying him to
Dominion government the
request of this house, that
Excellency's government de-
me parties to the 'aforesaid
will make such stipulations
ent the unrestricted immi-
apanese into Canada."

on said that before next
question would have to be
ether Canada would come
scope of the Anglo-Japanese
ere were, he believed, a good
us in Canada who believed
d be of advantage to Canada
nder the treaty, because then
perchants would be able to
business anywhere in Japan,
hus would be able to move
country as freely as the
hemselves. But he desired to
at to obtain that privilege
scope had to be given for
nterprise and labor to come
majority of the members of
elt that to do that would be
to British Columbia.
ompetition had already been
lt in some branches of in-
his province, and if Canada
to this treaty he felt that the
f British Columbia would
e had, however, reason to
t the Japanese government
the objection of many of the
lands to the unrestricted im-
of the lower class of Japa-
e was no objection to Japa-
nans coming in—and that gov-
was thought, would be will-
y of some restrictions being
treaty regarding this immi-
therefore he thought the Pro-
ernment should communicate
Dominion government and
at if it was intended to bring
in the scope of the treaty
tions on common Japanese
d be introduced.

mier Turner said at once that
reed with this resolution. It
arefully worded, and was of
re that it might prove to be
e to the province. The reso-
oed that the Dominion gov-
ould make such stipulations
revent the unrestricted im-
Japanese into this country.
as had been pointed out by
nleman (Mr. Cotton), it was
d to restrict the immigration
apanese into this province.
merchants and men of busi-
n who he imagined would
d for in any restrictions that
mposed. He felt that there
be greater difficulty arising
d of the lower Japanese into
ry than from a flood of Chi-
course in some respects the
were much more go-ahead
inese, but they were not to
ed upon. He must not be
fending Chinese immigration
that. He simply desired to
that if there was a flood of
ne labor British Columbia
a worse position than if the
as flooded with Chinese. The
was so carefully worded that
it could do no harm and it
ve to be of much good, as it
gthens the hands of the Do-
affording such regulations
immigration of the char-
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the province. He might
t he had reason to believe,
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merchants and officials, that
elves appreciated the situa-
felt that emigration from
try to Canada could be regu-
selves, so that if this was
regulations were made the
uld not have to face the diffi-
ing flooded with the lower
Japanese labor. He gladly
ly supported the resolution.
olution was carried unani-

in moved, seconded by Mr.
hat an order of the house be
the production of

Bill (No. 13) intituled "An Act to Incorporate the Fairview Power, Water and Telephone Company, Limited," was read a second time and committed, with Mr. McGregor in the Chair.

Reported complete without amendment.
Report adopted.
To be read a third time to-morrow.

Third reading of Bill (No. 64) intituled "An Act to amend the 'Nelson and Fort Sheppard-Railway Subsidy Act, 1892.'"

Mr. Cotton moved to insert as a new section:—

"Nothing in this Act contained shall be held to extend the time for exemption from taxation of the land selected more than, at most, ten years from April 8th, 1893, the furthest date at which, by the 'Nelson and Fort Sheppard Railway Subsidy Act, 1892,' section 3, the lands were to be selected."

Carried.
Bill read a third time and passed.

Bill (No. 66) intituled "An Act respecting the Revised Statutes of British Columbia," was committed, with Mr. Swoord in the Chair.
Reported complete with amendments.
Report to be considered to-morrow.

The Report on Bill (No. 74) intituled "An Act respecting the Canadian Western Central Railway," was adopted.
Bill read a third time and passed.

Mr. Speaker left the Chair at 6 o'clock.

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HALF-PAST SEVEN O'CLOCK, P. M.

The Report on Bill (No. 70) intituled "An Act to amend the 'Small Debts Act, 1895,'" was adopted.
Third reading to-morrow.

Bill (No. 76) intituled "An Act to authorise the redemption of certain Debentures issued for the construction of Dyking Works, and, subject thereto, to authorise the Expenditure of Additional Moneys in Strengthening, Extending and Repair of certain Dykes," was read a second time.
To be committed to-morrow.

Bill (No. 73) intituled "An Act granting Aid to the Cassiar Central Railway Company," was committed, with Mr. Booth in the Chair.
Progress reported.
Committee to sit again to-morrow.

Order called for the House to consider Bill (No. 63) intituled "An Act to amend the 'Mineral Act, 1896,'" in Committee of the Whole.

Mr. Braden moved—That it be an instruction to the Committee to consider the following as section 2 of said Bill:—

"2. Section 3 of the 'Mineral Act, 1896,' is hereby repealed, and the following is enacted in lieu thereof:—

"3. Every person over eighteen years of age, and being a British subject, or being an alien, upon his making a declaration of his intention to become a British subject before any person authorised to take affidavits or affirmations under the 'Oaths Act, 1892,' or before the Gold Commissioner or Mining Recorder, which declaration shall be in the Form U in the Schedule to this Act, and upon his filing the same with the Mining Recorder, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, and shall be considered a free miner, upon taking out a free miner's certificate. No alien under this Act can dispose of his claim until such alien have become, according to law, a naturalized subject. A minor who shall become a free miner shall, as regards his mining property and liabilities contracted in connection therewith, be treated as of full age. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable."

Carried on the following division:—

YEAS:			
Messieurs			
Kennedy,	Semlin,	Turner,	Rogers,
Macpherson,	Graham,	Stoddart,	Irvine,
Kidd,	Kellie,	Walkem,	Braden,
Huff,	Mutter,	Eberts,	McGregor—19.
Williams,	Helmcken,	Bryden,	
NAYS:			
Messieurs			
Hume,	Smith,	Rithet,	Booth,
Swoord,	Baker,	Adams,	Pooley—10.
Cotton,	Martin,		

Bill committed, with Mr. Huff in the Chair.
Progress reported.
Committee to sit again to-morrow.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 10:40 o'clock, p. m.

D. W. HIGGINS, Speaker.

(a). A copy of all provincial tenders for furnishing hardware for parliament buildings, said hardware to be procured by the tenderer from the Yale-Town Manufacturing Co.

(b). The name of the successful tenderer.

This was agreed to without debate.

Mr. Hume moved that the Hon. Minister of Mines, in granting a record of 1,200 inches of water on Beaver Creek to A. F. Heinze, acted without any legislative authority, and such grant should not have been made until the "Water Clauses Consolidation Act" had become law, and then only in accordance with the provisions of that act. He moved the adjournment of the debate until the return dealing with this matter was printed and in the hands of hon. members. The adjournment was agreed to.

The Revelstoke Waterworks bill (Mr. Kellie), and the Grand Forks Power and Light Company's bill (Mr. Helmcken) were read a third time and passed.

The Greenwood City Water Company's bill, and the Cumberland and Union Water bill were read a second time and passed through committee and reported complete.

The Kootenay Electric Company's bill was read a second time and partially considered in committee.

The Fairview Power, Water and Telephone Company's bill (Mr. Graham) was read a second time and considered in committee, Mr. Macgregor in the chair. The bill was reported complete without

amendment, and the report was adopted.

On the third reading of the Nelson and Fort Sheppard bill being called, Mr. Cotton moved as a new section: "Nothing in this act contained shall be held to extend the time for exemption from taxation of the land selected more than, at most, ten years from April 8, 1893, the furthest date at which, by the 'Nelson and Fort Sheppard Subsidy Act, 1892,' section 3, the lands were to be selected."

The amendment was agreed to and the bill was read a third time and passed.

After Recess.

The report on the Small Debts Act Amendment bill was adopted.

Hon. Premier Turner moved the second reading of the Dyking Works Aid bill. He said the position of the various dyking schemes in the province was pretty well known. Under the Dyking Act the province guaranteed certain debentures to the extent of 4 per cent. The debentures bore interest at the rate of 6 per cent., and 2 per cent. had to be raised by the parts affected by the various dykes, so that the government was only responsible for 4 per cent. It was well known that the amount of money raised under these various debentures had not proved sufficient to carry out the works. From reports of expert engineers who had examined these dykes very carefully it had been found that they required approximately \$100,000 for certain improvements to the dykes, and in some cases for raising them to a higher level. Some of the work had proved very efficient, but it had been found that in cases of exceptional high water the dykes were not high enough to keep out the water. It was said that some required to be raised about 2 feet. When they were made as high as that they would perfectly keep out the water and put the land inside them in a position suitable for crops. The land behind these dykes was as rich as any land in the world, and was most admirably adapted for cultivation, and especially to supply the wants of the neighboring cities. If, therefore, this land could be saved by the means of proper dyking, the settlers on them would be in an admirable position to make more than a good living. Under present circumstances, however, the farms had become virtually worse than useless because of the uncertainty of floods. Under present conditions the province was in the position that it was bound to pay out somewhere about \$13,000 a year for a large number of years and it virtually had nothing for it. By the plan proposed under this bill the government guaranteed not the interest only but the interest and principle of these debentures. That was to say, they would issue new debentures, taking up the old ones with the new ones, and in addition to that they would want to complete the dykes something like \$100,000. It gave power here for \$165,000. That amount would not be required unless contingencies quite unforeseen arise; \$100,000 to \$120,000 would probably be sufficient for the purpose. The plan suggested would cost the province some-

NOTICES OF MOTION.

By Mr. Helmcken—On Friday next—

That an humble Address be presented to His Honour the Lieutenant-Governor, requesting him to cause to be laid before this House copies of any further correspondence which has passed between his Government and the Government of the Dominion of Canada, with reference to the question of the removal of the Indians from the *Songhees Reserve*, since the Return dated the 17th March, 1897, was presented to this House.

Mr. Bryden to move, in Committee of the Whole on Bill No. 65 (Provincial Land Surveyors), to amend section 2 by inserting between the words "Canada" and "to," in the seventh line thereof, the following words: "or who shall have passed the examination for and served two years in any of Her Majesty's surveys, or as an officer in Her Majesty's Royal Engineers."

By Mr. Helmcken—On Friday next—

Whereas on the 30th June, 1896, the Commander-in-Chief of the British Squadron on the *Pacific Station* approached the Government of the Province of British Columbia on the subject of a residence for the Admiral who commands the *Pacific*:

And whereas the vicinity of *Esquimalt Harbour* presents a suitable site, and it is in the interests of the Province that a site for such residence should be obtained:

Be it therefore Resolved, That the said communication should receive the respectful consideration of the Government of the Province of British Columbia.

Mr. Bryden to move, on consideration of the Report on Bill No. 29 (Cumberland and Union Water-Works), to amend the title by striking out the words "the incorporation of."

By Mr. Walkem—On Friday next—

Whereas small-pox, cholera, plague and other infectious and contagious diseases have their home in the Orient; and

Whereas communication between this country and the Orient is at the present time, by means of the lines of large steamers which bring weekly to our shores a large number of Chinese and Japanese immigrants, with their baggage, direct from the plague-stricken sections of these countries; and

Whereas an epidemic of small-pox occurred in *Victoria, Vancouver and Seattle* in 1892, the source of infection being brought in by one of the Oriental steamers; and

Whereas during the present year small-pox has been brought by several of these vessels to *William's Head Quarantine Station*; and

Whereas the detention and disinfection at *William's Head* of vessels such as the "Empresses" are serious matters to our country, commercially, and particularly at the present initial stage of development of trade between this country and the Orient; and

Whereas the present Secretary of the Provincial Board of Health has paid a visit to China and Japan, and on his return stated to the City Council of *Victoria* the dangers of infection which the country is constantly exposed to by communication with the East, and has recommended that the quarantining of Oriental immigrants, and the disinfection of their baggage, should be done before they are allowed to leave or embark at Oriental ports:

Therefore, be it Resolved, That in the opinion of this House the Dominion Government should take such steps as will insure a proper detention in quarantine of intending Oriental immigrants, and the disinfection of their baggage, before embarking at the various Oriental ports, and that an humble Address be presented to His Honour the Lieutenant-Governor, asking him to communicate this resolution to the Dominion Government.

60 VICT.

28TH APRIL.

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By Mr. Walkem—On Friday next—Questions of the Hon. the Chief Commissioner of Lands and Works—

1. What is the total expenditure in connection with the photo-topographical survey of *Kootenay*?
2. Has this survey been completed?
3. Have the results obtained been satisfactory to the Honourable the Chief Commissioner?
4. Why has the survey been discontinued?

By Mr. Walkem—On Friday next—

That an humble Address be presented to His Honour the Lieutenant-Governor, praying him to communicate with the Dominion Government and urge upon them the necessity of having the naturalization laws so amended that, in the case of Chinese or Japanese, a residence of ten years shall be required before naturalization can be granted, and also that in their cases they shall appear in person before the Judge of the Court to complete the formalities.

thing like \$3,000 a year more than was now paid. The difference would be that the province would get something in return under the new conditions, whereas under the old they got nothing. Under this plan they would have 38,000 acres fit for cultivation, and there would be no trouble in getting more settlers on that land. The \$3,000 more that the province would have to pay would, besides opening up the land, be the means of paying back both interest and principal. Under this bill the net cost will be approximately \$450,000. Taking the interest at 3½ per cent. would be \$15,750 a year. They now paid over \$12,000. The total land reclaimed would be 38,500 acres, so that will average less than \$12

per acre. An assessment of 6 per cent. on that average land value of \$12 would give \$23,100 a year, and the average rate per acre would be about 60 cents. That left a considerable margin. He thought 60 cents an acre very low. In some cases now they paid \$2 per acre. The total cost, including the original cost of the debentures, would be about \$450,000. Some hon. members might think it strange that a measure so important as this was not considered earlier in the session. The bill was ready as far as the government could possibly go at the beginning of the session, but owing to certain conditions with respect to the holders of this debenture it was unwise to publish the ideas of the government. In one

case an option was held on some of the debentures. It was held up to April 10, but had not been taken advantage of, and now they were in a position to place the bill before the house. He thought it was a bill that would effect its purpose and I commend it to the house.

Mr. Kidd thought the bill was in the right direction and gave the government credit for introducing it. Unless the government stepped in as contemplated the money already expended would have been lost. He regretted that the government had not done the same thing in regard to municipality dyking works. The works in Delta had been successful, but in Surrey they had not been successful, and the government in introducing a bill of this kind should have seen if anything could be done for Surrey. He supported the second reading of the bill.

Mr. Cotton would also support the bill, but he reminded the government that it was along the lines suggested by himself in 1894. The measure which the government had introduced at that time has proved to be a failure. This bill, however, was in the right direction, and he would give it his cordial support.

Hon. Mr. Turner said the amount provided by this bill would pay everything in connection with the dykes.

Mr. Sword fully endorsed Mr. Kidd's remarks. The case of Surrey was a very hard one and should have received the consideration of the government. The case of Dewdney was still harder. Those schemes of great extent should not be allowed to be undertaken by municipalities. The municipality of Dewdney was practically bankrupt because of its dyking scheme, and he hoped that the government would take the matter into its consideration.

Mr. Smith feared the scheme would

lead the government into deep water. The government should make up their minds to abandon dyking schemes or go into a scheme that would benefit all portions of the province. The farmers of the upper country suffered as much from want of water as the farmers on Lower Fraser suffered from too much water. It was then as consistent for the government to undertake irrigation schemes as it was to undertake dyking schemes.

Mr. R. P. Rithet was sure this bill would meet with approval, but he wished to be satisfied that this sum of \$150,000 would be sufficient to accomplish the object which the government had in view in bringing the matter before the house. The object of the measure was a very admirable one. He thought that the hon. member who had just spoken (Mr. Smith) instead of bringing the irrigation question in the interior before the house as a side issue should formulate some plan and lay it before the government for consideration.

Mr. Adams agreed with Mr. Smith as to the importance of the irrigation question. He cordially supported the bill.

Mr. Booth emphasized the point of the hon. member for *Victoria* (Mr. R. P. Rithet) as to seeing that \$150,000 would cover the objects of the bill.

Hon. Mr. Martin said the hon. members for *Lillooet* and *Cariboo* (Messrs. Smith and Adams) had asked why the government had not introduced a bill to help irrigate the arid regions of the interior. The reason was that they had never been asked to do so. If the hon. members would formulate a scheme and would bring it before the government, he could assure them that at the government would give it their most sympathetic consideration. The government was just as anxious as any hon. member to help forward any scheme of this sort. He had much pleasure in supporting the bill.

Major Mather supported the bill.

The second reading was passed unanimously.

The house went into committee on the *Cassiar Central Railway Company* bill. Mr. Booth in the chair.

Mr. Higgins, on the floor of the house, announced that he was going to exercise his right and discuss the bill.

On the motion that sub-section (a) of clause 1 be adopted.

Mr. Higgins said it would be the means of creating a most extraordinary monopoly and free miners would become bondslaves. The charter was worse than the charter of the *South African* company.

Hon. Premier Turner said the hon. member (Mr. Higgins) could not have seen the *South African* charter. That gave the company control over the whole country while here the *Cassiar* Company was given 750,000 acres out of 140,000,000. That left one hundred and thirty million for free miners and they would, moreover, have the advantage of getting into the country by this railway. There

was no comparison between this company and the *South African* Company. After some further discussion, the committee rose and reported progress.

order to allow amendments to be introduced by the government to be printed for the convenience of members.

On the motion to go into committee of the *Mineral Act Amendment Bill*, Mr. Braden moved that section 8 be struck out and the following section adopted in lieu thereof:

"8. Every person over eighteen years of age, and being a British subject, or being an alien, upon his making a declaration of his intention to become a British subject before any person authorized to take affidavits or affirmations under the Oaths Act, 1892, or before the gold commissioner or mining recorder, which declaration shall be in the form U in the schedule of this act, and upon his filing the same with the mining recorder, and every joint stock company, shall be entitled to all the rights and privileges of a free miner, and shall be considered a free miner, upon taking out a free miner's certificate. A minor who shall become a free miner shall, as regards his mining property and liabilities contracted in connection therewith, be treated as of full age. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable."

Mr. Smith said such a clause would very much hamper the mining industry.

Hon. Col. Baker opposed the proposed section as being directed against Americans, who had done so much to open up and develop the mines.

Hon. Mr. Martin agreed with the remarks of the Provincial Secretary. American citizens had shown great enterprise in prospecting and taking up claims. If the United States had adopted an alien labor law it would be a very small policy on our part to follow their example.

After some further debate,

Mr. Semlin saw in the amendment no hostility to anyone, but only a desire to make those who came here British subjects. If such an amendment was to be introduced at some time or other the sooner the better. The amendment was a move in the right direction, and he was in sympathy with the mover's object. He would support the amendment.

The amendment was carried by 10 votes to 10 on the following division:

Times Apr 29-97

JAPANESE IMMIGRATION.

Mr. Cotton moved and Mr. Semlin seconded:—Whereas Her Majesty's government have entered into a treaty with the Empire of Japan, whereby, among other articles, it is provided that any of Her Majesty's colonies may become parties to the said treaty, on applying to do so within a specified period; and whereas this province, from its geographical position, is more immediately brought face to face with the question than other provinces of the Dominion, and whereas the legislature have repeatedly expressed their opinion that such immigration should be restricted, resolved, that a respectful address be presented to His Honor the Lieutenant-Governor praying him to convey to the Dominion government the respectful request of this house that, should His Excellency's government decide to become parties to the aforesaid treaty, they will make such stipulation as will prevent the unrestricted immigration of Japanese into Canada.

Mr. Cotton said that before next session the question as to whether Canada would come within the scope of the Anglo-Japanese treaty would have to be decided. Many people believed that the operation of the treaty would result advantageously for Canada, but if these advantages could be obtained only by allowing the free and unrestricted immigration of Japanese they should be foregone. Japanese competition has already been keenly felt in some branches of industry in this province. The products of Canada are comparatively few that can find a market in Japan and not worth the opening of a wide open door for Japanese immigration. He pointed out that the Hawaiian government had become alarmed at the increase of Japanese immigration and were taking measures to restrict it.

Hon. Mr. Turner endorsed the resolution. Mr. Turner had considerable ex-

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being an alien, upon his making a de-
claration of his intention to become a
British subject before any person au-
thorized to take affidavits or affirma-
tions under the Oaths Act, 1892, or be-
fore the gold commissioner or
mining recorder, which declaration
shall be in the form U in the
schedule of this act, and upon his filing
the same with the mining recorder, and
every joint stock company, shall be en-
titled to all the rights and privileges of a
free miner, and shall be considered a
free miner, upon taking out a free
miner's certificate. A minor who shall
become a free miner shall, as regards his
mining property and liabilities con-
tracted in connection therewith, be
treated as of full age. A free miner's
certificate issued to a joint stock com-
pany shall be issued in its corporate
name. A free miner's certificate shall
not be transferable."

Mr. Smith said such a clause would
very much hamper the mining industry.

Hon. Col. Baker opposed the proposed
section as being directed against Ameri-
cans, who had done so much to open up
and develop the mines.

Hon. Mr. Martin agreed with the re-
marks of the Provincial Secretary.
American citizens had shown great en-
terprise in prospecting and taking up
claims. If the United States had adopted
an alien labor law it would be a very
small policy on our part to follow their
example.

After some further debate,

Mr. Semlin saw in the amendment no
hostility to anyone, but only a desire to
make those who came here British sub-
jects. If such an amendment was to be
introduced at some time or other the
sooner the better. The amendment was
a move in the right direction, and he
was in sympathy with the mover's ob-
ject. He would support the amend-
ment.

The amendment was carried by 19
votes to 10 on the following division:

Times Apr 29-97

JAPANESE IMMIGRATION.

Mr. Cotton moved and Mr. Semlin
seconded:—Whereas Her Majesty's gov-
ernment have entered into a treaty with
the Empire of Japan, whereby, among
other articles, it is provided that any of
Her Majesty's colonies may become par-
ties to the said treaty, on applying to
do so within a specified period; and
whereas this province, from its
geographical position, is more immedi-
ately brought face to face with the ques-
tion than other provinces of the Domi-
nion, and whereas the legislature have
repeatedly expressed their opinion that
such immigration should be restricted,
resolved, that a respectful address be
presented to His Honor the Lieutenant-
Governor praying him to convey to the
Dominion government the respectful re-
quest of this house that, should His Ex-
cellency's government decide to become
parties to the aforesaid treaty, they will
make such stipulation as will prevent
the unrestricted immigration of Japanese
into Canada."

Mr. Cotton said that before next ses-
sion the question as to whether Canada
would come within the scope of the An-
glo-Japanese treaty would have to be
decided. Many people believed that
the operation of the treaty would result
advantageously for Canada, but if these
advantages could be obtained only by
allowing the free and unrestricted im-
migration of Japanese they should be
foregone. Japanese competition has al-
ready been keenly felt in some branches
of industry in this province. The pro-
ducts of Canada are comparatively few
that can find a market in Japan and not
worth the opening of a wide open door
for Japanese immigration. He pointed
out that the Hawaiian government had
become alarmed at the increase of Jap-
anese immigration and were taking mea-
sures to restrict it.

Hon. Mr. Turner endorsed the resolu-
tion. Mr. Turner had considerable ex-

perience, and they were not so reliable as
laborers as the Chinese. If the resolu-
tion were passed it would strengthen
the hands of the Dominion government
in making suitable arrangements with
the Imperial government.
The resolution then passed.

WATER RECORDS.

Mr. Hume moved "that the hon. min-
ister of mines, in granting a record of
1,200 inches of water on Beaver Creek
to A. E. Heinze, acted without legisla-
tive authority, and such grant should
not have been made until the Water
Clauses Consolidation Act had become
law, and then only in accordance with
the provisions of that Act."

Mr. Hume said that as the returns
asked for were not laid before the
house, he would move the adjournment.

The government objected, but Mr.
Hume said that the house should be in
possession of the necessary information
before the motion was discussed.

Dr. Walkem said that the government
were attempting to discipline their fol-
lowers into voting down the resolution
without having the information laid be-
fore them. They were attempting to
get the resolution voted down by a me-
chanical majority.

Mr. Kellie objected to the term "me-
chanical majority." He would not vote
mechanically for the government or any
one else.

The Speaker held that the term was
not unparliamentary.

Hon. Mr. Turner said Mr. Hume
should have posted himself before intro-
ducing the resolution.

Mr. Williams said that if the govern-
ment had done its duty the returns
would have been printed three or four
days ago.

The debate was adjourned until this
evening.

DYKING SCHEME.

Hon. Mr. Turner then moved the sec-
ond reading of the dyking works aid bill.
He said that it was pretty well known
that under the dyking act certain guar-
antees of interest were given by the pro-
vince. Debentures were issued under
those acts bearing six per cent. It will
be noticed that the amount of money
raised had not proved sufficient to com-
plete the work. About \$100,000 more
was required. When dykes were com-
pleted they would keep out the water.
The land within the dykes were as rich
as any in the world, so that if the lands
were reclaimed, the settlers were in a
position to make a good living. These
lands are now worse than useless. There
is no confidence among the people of the
district in working these lands. There
is virtually now no security for the gov-
ernment for the money paid out but by
the plan outlined in the bill, the gov-
ernment issued new debentures to take
up the old ones and secure enough
money to complete the dykes. The
cost to the province would be about
\$3,000 a year in addition to what it is
now paying, but it would have some-
thing to show for the outlay. The total
land reclaimed will be over 38,500 acres.
The cost therefore will be less than \$12
per year. An assessment of five per
cent. on this would give \$23,000 a year,
or about \$7,000 more than the annual
outlay for the government. Mr. Tur-
ner explained that the bill was ready
for introduction earlier in the session,
but owing to negotiations pending with
respect to certain debentures it had
been deemed unwise to make public the
intentions of the government at an
earlier date.

Mr. Kidd said the bill was one in the
right direction and the government were
deserving of credit for its introduction.
These districts required government aid
to complete the work. He regretted,
however, that the scope of the bill was
not extended so as to include the works
undertaken by other municipalities. He
would have liked to see the government
also undertake the completion of work
in Delta and Surrey. It was placing
these municipalities at a disadvantage
to be forced to pay six per cent. for the
works which they had undertaken while
others were given government assistance.

Mr. Cotton would also support the bill
but he reminded the government that it
was along the lines suggested by himself
in 1894. The measure which the gov-
ernment had introduced at that time
had proved a failure. This bill, however,
was in the right direction and he would
give it his cordial support.

Mr. Sward fully endorsed Mr. Kidd's
remarks. The case of Surrey was a
very hard one and should have received
the consideration of the government.
The case of Dewdney was still harder.
Those schemes of great extent should

not be allowed to be undertaken by the
municipalities. The municipality of
Dewdney is practically bankrupt be-
cause of its dyking scheme and he hoped
the government would take the matter
into its consideration.

Mr. Smith feared the scheme would
lead the government into deep water.
The government should make up their
minds to abandon dyking schemes or go
into a scheme that would benefit all por-
tions of the province. The farmers of
the upper country suffered as much
from want of water as the farmers on
the lower Fraser suffered from too much
water. It was then as consistent for
the government to undertake irrigation
schemes as it was to undertake dyking
schemes.

Mr. Rithet hoped the government
would make certain that \$150,000 would
be sufficient to carry out the scheme
contemplated. The object of the bill
was a very desirable one and was well
worthy of the support of the house.

Mr. Adams agreed with Mr. Smith
that if the government was going to re-
claim low lands it should also turn its
attention to the lands in the dry belt.
He hoped that the government at some
future time will formulate a scheme
dealing with irrigation. He thought
that if the bill had been introduced
earlier in the session it would have met
the opposition in better humor and they
would have been away to their homes
long ago.

Mr. Booth agreed with the views
of Mr. Rithet and was surprised that
the opposition could support anything
introduced by the government.

Hon. Mr. Martin said the government
would support any reasonable plan of
irrigation submitted to them.

Major Motter would support the bill
because the object was to assist the

farmers. He hoped the government
would go further and give the farmers
cheap money.

The bill was then read a second time.

CASSIAR CENTRAL.

The house went into committee with
Mr. Booth in the chair to consider the
Cassiar central railway aid bill.

Hon. Mr. Turner wished to introduce
several amendments, but Mr. Semlin ob-
jected, as it was unfair for the govern-
ment to attempt to run in amendments
of which the house had received no no-
tice and therefore knew nothing.

Hon. Mr. Higgins, the Speaker, de-
clared his intention of discussing the
principle of the bill and voting upon it
in committee. The bill was of such an
extraordinary character that he could
not support it.

Hon. Mr. Turner and the other mem-
bers of the government except Mr. Poo-
ley objected to the hon. member dis-
cussing the principle of the bill in com-
mittee.

Hon. Mr. Higgins said that he was the
only member that could discuss the
principle of a bill in committee. He
quoted from May to show that the
Speaker could discuss the principle of
a bill in committee and vote as well.

Hon. Mr. Turner then introduced an
amendment to give the company control
over a section of the country not includ-
ed in its act of incorporation. When
this was objected to Hon. Mr. Turner
withdrew his amendment.

Hon. Mr. Turner then introduced an
amendment giving the company the
same control over placer mining as ordi-
nary mining.

Mr. Semlin advised the government to
withdraw the bill and introduce the one
they had in their minds.

Hon. Mr. Higgins said that if this
bill passed in its present form the house
would create a monopoly. He read sec-
tion 16 of the act of incorporation of the
company to show the extent of lands
granted to the company, and showed
that under that section the company
might build to the northern and eastern
confines of the province and secure three
million acres of land.

Hon. Mr. Baker said that the line was
not going to extend to the North Pole.

Hon. Mr. Higgins said that he did not
say that it would extend there, and
again quoted section 16 of the act in-
corporating the company to show how
large the conception was. He asked
the members to look at the bill in aid.
It gave the company 10,240 acres of
land, per mile, and no mileage was stat-
ed in the company's act of incorporation
or in this bill, and clause 16 gave them
power to extend to the northern and
eastern confines of the province, and al-
so branch lines and extensions. He had
heard of granting blanket charters, but

he had never heard of granting spring mattresses and all the other paraphernalia before. He thought it would be an act of courtesy—of gracious courtesy—on the part of the government towards its supporters to withdraw this bill and put it in some sort of shape that would be acceptable to the country. Personally he could not vote for it, nor would he have considered himself justified in occupying a seat in this house without entering a strong protest against it. It reduced the free miners to the status of bond slaves; it was a feeble imitation of the South African charter and was worse in some respects.

Hon. Mr. Eberts wished to know if the Hon. member had ever seen the South African charter.

Hon. Mr. Higgins retorted that he knew the principle of it very well—the half of the proceeds of all mines belong to the company.

Mr. Booth—Chair! Address the chair. (Loud laughter.)

Hon. Mr. Higgins, after apologizing for the digression, contended that hon. members must see that the principle of the bill was wrong. Apart from the extraordinary amount of land given to the company, they had leases and an almost arbitrary power. It was a bad bill in principle and the government would act a gracious part towards their supporters by not testing their loyalty to such an extent as to ask them to support the principle of a bill which meant political oblivion to those who might vote for it. (Applause.)

The Speaker during his speech was continually interrupted by the members of the government.

Hon. Mr. Turner said that the Speaker could not have read the South African bill.

Mr. Semlin—Is it worse than this?

Hon. Mr. Turner—It won't be when we get the amendments in. (Derisive laughter.)

Mr. Williams said that the amendments suggested by the government should have been printed so that the members could discuss them intelligently.

The government themselves admitted that the bill was in a very imperfect state, and it was wasting the time of the house to go on as they were doing.

Hon. Mr. Turner suggested that the committee allow the amendments to pass and then they would be printed.

Hon. Mr. Higgins said that it would be more satisfactory to all concerned if the committee rose for the purpose of allowing the amendments to be printed. The amendments appeared no better than the bill, and he moved that the committee rise and report progress.

Hon. Mr. Turner objected to this course. It would leave the committee in the same position.

Mr. Sword advised the same course as the Speaker. If the government were wise they would adopt the most sensible course and allow the committee to rise.

Col. Baker said that Hon. Mr. Higgins had charged the bill with everything bad. The bill was one in the interests of free miners.

Hon. Mr. Higgins—There will be no free miners after the bill is passed.

Hon. Mr. Eberts—You are not the judge.

Hon. Mr. Higgins—I have, as much right to judge as you have. I have a free miners' license.

Hon. Mr. Eberts—So have I.

Hon. Mr. Higgins—Then you should aid in protecting the class.

Mr. Hume stated that there was nothing in the bill in the interests of the free miner, and its passage would almost produce a rebellion. (Hear, hear.)

Hon. Mr. Turner here accepted the latter's motion to rise and report, and the committee did so.

AGAINST ALIENS.

Before going into committee on the mining bill, Mr. Smith suggested that the alien clause of which Mr. Braden had given notice, was a new principle and would be introduced as an instruction to the committee.

The Speaker held that this course would have to be followed.

Mr. Braden then moved as an instruction to the committee that the following

be considered as a new section: "Every person over 18 years of age, and being a British subject, or being an alien, upon his making a declaration of his intention to become a British subject before any person authorized to take affidavits or affirmations under the Oaths act, 1892, or before the gold commissioner or mining recorder, which declaration shall be in the form U in the schedule to this act, and upon his filing the same with the mining recorder, and every joint

stock company, shall be entitled to all the rights and privileges of a free miner, and shall be considered a free miner, upon taking out a free miner's certificate. A minor who shall become a free miner shall, as regards his mining property and liabilities contracted in connection therewith, be treated as of full age. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable."

Mr. Smith objected to the clause. It would hamper the mining industry. A mere declaration would not conserve the mining district for British subjects.

Mr. Braden said the clause would benefit the British miners. In Kootenay alien miners were crowding the British miners out. Chinese were also largely employed as miners. If the clause became law it would put a stop to this. Such a clause should have been inserted in the mining act two or three years ago.

Mr. Hume said the American miners had built up Kootenay, and no one there wanted an alien clause passed. American and British miners all found work and there was no dissatisfaction.

Hon. Col. Baker was opposed to the clause. If passed it would do a great injury. The American miner had a greater knowledge of mining than British miners. (Oh! oh!)

Mr. Bryden resented the statement that British miners were less capable than American miners. He would support the clause.

Hon. Mr. Martin opposed the clause, as also did Mr. Booth, who did not want to coerce anyone into being a British subject.

Mr. Kellie strongly supported the clause. He said there was a strong feeling in favor of such a clause in Kootenay.

Mr. Sword opposed the clause. The right to become a British subject should be prized too highly to introduce a measure that would have a tendency to bribe aliens to become British subjects.

Mr. Semlin, while endorsing Mr. Sword's views, said that they should take a lesson from the great republic to the south and offer every inducement to aliens to become British subjects. He would support the clause.

The motion was then carried on the following division:

Ayes—Turner, Eberts, Kennedy, Macpherson, Kidd, Huff, Williams, Semlin, Graham, Kellie, Muttter, Helmcken, Stoddart, Walkem, Bryden, Rogers, Irvine, Braden, McGregor—19.

Nays—Hume, Sword, Cotton, Baker, Martin, Rithet, Adams, Booth, Smith, Pooley—10.

The house went into committee with Mr. Huff in the chair to consider the mining act. After considering a few clauses, the committee reported progress and the house adjourned at 10:45.

World on 29-97.

FIFTY-FOURTH DAY.

From Our Own Correspondent.

VICTORIA, April 28. The Opposition are among themselves with the "ifs and ands" of the division yesterday on Mr. Sword's amendment to burke railway construction in the Province. They say "if" Mr. Forster and "if" Mr. Kellie had been in the House the Government would have had a close call. As a matter of fact the Government would have had nothing of the sort. Mr. Kellie might perhaps have voted against the Government as he so strongly objects to his vote being called "mechanical." However, to borrow the Opposition style of argument, "if" Mr. Hunter had been here his vote would have been with those who desire to open up the country. Of course Mr. Rithet's vote was not given, as he is interested in the Canadian Western. To-day the Legislature, at the instigation of Mr. Cotton, placed on record its opinion that if the Dominion avails itself of the privileges of the Anglo-Japanese treaty regulations should be made preventing the unrestricted immigration here of the lower order of Japanese laborers. British Columbia being the nearest point of the Dominion to the Flowery Islands has of course an experience in this matter which it is to be hoped none of the other Provinces will have the misfortune to suffer from and we, therefore, have a greater interest in this treaty and its effects than Eastern Canada. We have not to see that one of these effects shall not be a flood of Japs. This evening the House held its first love feast. The mining bill met with general approval and passed its second reading without a discordant note. Far different was the reception that met the Cassiar Railway bill and very little progress was made with that. The discussion will be resumed when the Government amendments are printed.

A new star has arisen in the journalistic firmament beneath the lustre of which all other lesser lights must pale. This new journal is called the Legislative News and has its home in the Legislative chamber itself and therefore, being directly on the spot, has ample opportunity of reaching the position to which it aspires—viz., of becoming the organ of the Government. At present it is the mouth-organ of the pages of the House. Like all other papers it met with drawbacks at the start. In consequence of the non-arrival of its type from the east the paper was obliged to make its appearance in type-writing. Further, the long-suffering editor was basely deserted by his staff—which was secured at great expense—and he had to get his first number out "all on his own," being reporters, compositors, engine-room men, and editor. He is stated to be slightly better now and hopes to get a second number out on Tuesday.

The Speaker took the chair at 2 o'clock and Rev. D. Macrae read prayers.

Major Muttter submitted the twelfth report of the Printing committee.

Hon. Premier Turner presented the fifth report of the Department of Agriculture. It was in manuscript form, as it had been found impossible to print it just yet.

F. C. COTTON moved and Mr. SEMLIN seconded the following resolution: "Whereas Her Majesty's Government have entered into a treaty with the empire of Japan, whereby, among other articles, it is provided that any of Her Majesty's colonies may become parties to the said treaty, on applying to do so within a specified period; and whereas the Province, from its geographical position, is more immediately brought face to face with the question of Asiatic immigration than other Provinces of the Dominion; and whereas the Legislature have repeatedly expressed their opinion that such immigration should be restricted; resolved, that a respectful address be presented to His Honor the Lieut.-Governor, praying him to convey to the Dominion Government the respectful request of this House that, should His Excellency's Government decide to become parties to the aforesaid treaty, they will make stipulations as will prevent the unrestricted immigration of Japanese into Canada."

In speaking the resolution the mover said that before next session the Dominion Government would have to consider the question of whether Canada should come within the treaty. Many people believed that it would be advantageous to Canada to come under the treaty as then Canadian merchants and others could move freely all over Japan. He pointed out that that would be attended with the disadvantage that Japs were given the same freedom with regard to Canada under the treaty and British Columbia might suffer from unrestricted immigration of lower Japanese laborers. This would prove prejudicial to the Province. He believed the Japanese Government wished Canada to take advantage of the treaty and would be willing to restrict and regulate the emigration of the lower orders and a resolution of this character would be beneficial in helping to obtain the restrictions.

Hon. Premier TURNER said: "I

may say at once that I fully agree with this resolution. It is very carefully worded and is of such a nature that I think it may prove to be of advantage to the Province. The resolution proposes that the Dominion Government should make such stipulations as will prevent the unrestricted immigration of Japanese into this country. Of course, as has been pointed out by the hon. gentleman (Mr. Cotton) it is not proposed to restrict the immigration of all Japanese into this Province. There are merchants and men of business in Japan for whom any restrictions that might be imposed, I imagine that there is likely to be greater difficulty arising from a flood of the lower Japanese into this country than from a flood of Chinese. Of course in some respects they are much more go-ahead than the Chinese, but they are not to be so depended upon. I must not be taken as defending Chinese immigration. I simply wish to point out that if we were flooded with Japanese we should be in a worse position than if we were flooded with Chinese. The resolution is so carefully worded that I think it can do no harm and it may prove to be of much good, as it would strengthen the hands of the Dominion in dealing with the matter and in effecting such regulations restricting immigration of the character complained of as would prove useful to the Province. I may also say that I have reason to believe from communications I have had with Japanese merchants and officials that they themselves appreciate the situation. They feel that emigration from their country to Canada can be regulated by themselves, so that if this is done and regulations are made, we shall not have the difficulty of being flooded with the lower elements of Japanese labor. I shall be very glad and willing to support the resolution."

The resolution was carried unanimously.

Mr. SEMLIN moved, seconded by Mr. WILLIAMS, for the production of the following papers: (a) A copy of all Provincial tenders for furnishing hardware for Parliament buildings, said hardware to be procured by the tenderer from the Yale-Towne Manufacturing Co.; (b) The name of the successful tenderer.

This was carried. Mr. HUME moved the following resolution: "That the Hon. Minister of Mines, in granting a record of 1,200 inches of water on Beaver Creek to A. F. Heinze, acted without any legislative authority, and such grant should not have been made until the Water Clauses Consolidation Act had become law, and then only in accordance with the provisions of that act." He moved the adjournment of the debate to await the printing of the return dealing with this matter. The adjournment was agreed to.

THE EVENING SESSION.

The report of the Small Debts Act Amendment bill was adopted.

Hon. Premier TURNER moved the second reading of the Dyking Works Aid bill. He said: "The position of the various dyking schemes in this Province is pretty well known. Under the Dyking act the Province guaranteed certain debentures to the extent of 4 per cent. The debentures bore interest at the rate of 6 per cent. and 2 per cent. has to be raised by the parts affected by the various dykes, so that the Government is only responsible for 4 per cent. It is well-known that the amount of money raised under these various debentures has not proved sufficient to carry out the works. From reports of expert engineers who have examined these dykes very carefully it has been found that they require approximately \$100,000 for certain improvements to the dykes and in some cases for raising them to a higher level. Some of the work has, I believe, proved very efficient but it has been found that in cases of exceptional high water the dykes were not high enough to keep out the water. It is said that some require to be raised about two feet. When they are made as high as that they will perfectly keep out the water and put the land inside them in a position suitable for crops. The land behind these dykes is as rich as a garden in the world and is most admirably adapted for cultivation and especially to supply the wants of the neighboring cities. If, therefore, this land could be saved by the means of proper dyking the settlers on them would be in an admirable position to make more than a good living. Under present conditions, however, the farms have become virtually worse than useless because of the uncertainty of floods. Under present conditions the Province was in the position that it was bound to pay out somewhere about \$12,000 a year for a large number of years and it virtually has nothing for it. By the plan proposed under this bill the Government guarantee not the interest only, but the interest and principal of these debentures. That is to say, they will issue new debentures, taking up the old ones with the new ones and in addition to that they will want to complete the dykes, something like \$100,000. It gives a power here for \$150,000. That amount will not be required unless contingencies quite unforeseen arise; \$100,000 to \$120,000 will probably be sufficient for the purpose. The plan suggested will cost the Province something like \$3,000 a year more than we now pay. The difference will be that we shall get something in return under the new conditions, whereas under the old we get nothing. Under this plan we shall have 33,000 acres fit for cultivation and there will be no trouble in getting more settlers on that land. The \$3,000 more that we will have to pay will, besides opening up this

land, be the means of paying back both interest and principal. Under this bill the net cost will be approximately \$450,000. Taking the interest at 3 1-2 per cent would be \$15,750 a year. We now pay over \$12,000. The total land reclaimed will be 33,500 acres, so that will average less than \$12 per acre. An assessment of 5 per cent. on that average land value of \$12 will give \$33,100 a year and the average rate per acre would be about 60 cents. That leaves a considerable margin. I think 60 cents an acre very low. In some cases no wheat pay \$2 per acre. The total cost including the original cost of the debentures would be about \$489,000. Some hon. members may think it strange that a measure so important as this was not considered earlier in the session. The bill was ready as far as we could possibly go at the beginning of the session but owing to certain conditions with respect to the holders of these debentures it was unwise to publish the ideas of the Government then. In one case an option was held on some of the debentures. It was held up to April 10th, but had not been taken advantage of and now we are in a position to place the bill before the House. I think it is a bill that will effect its purpose and I commend it to the House."

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VOTES AND PROCEEDINGS

OF THE

Legislative Assembly of British Columbia.

Thursday, 29th April, 1897.

Two o'clock, P. M.

Prayers by the Rev. D. McRae.

Bill (No. 63) intituled "An Act to amend the 'Mineral Act, 1896,'" was again committed.

Progress reported.
Committee to sit again this evening.

The Hon. Colonel Baker presented a copy of the Order in Council relative to the grievances of the sealers, referred to in the answer of the Hon. the Attorney-General on the 12th day of February last.

Mr. Speaker left the Chair at 6 o'clock.

HALF-PAST SEVEN O'CLOCK, P. M.

House again in Committee on Bill (No. 63) intituled "An Act to amend the 'Mineral Act, 1896,'".

Reported complete with amendments.
Report to be considered to-morrow.

The Order to consider Bill (No. 72) intituled "An Act to further amend the 'Placer Mining Act, 1891,'" in Committee of the Whole was discharged.

Resolved, That the House, at its rising, do stand adjourned until two o'clock to-morrow.

And then the House adjourned at 11:05 o'clock, a. m.

D. W. HIGGINS, *Speaker*.

NOTICES OF MOTION.

On Monday next—

The Hon. Mr. Martin to ask leave to introduce a Bill intituled "An Act to amend the 'Land Act.'"

By Mr. Kidd—On Monday next—Question of the Hon. the Chief Commissioner of Lands and Works—

What modifications have been made, or promised to be made, by the Government in the leases of the Burnaby Small Holders?

2

29TH APRIL.

1897

Mr. Cotton to move, on consideration of the Report on Bill No. 63 (Mineral Act), to insert as a new section:—

"Section 8 of the said Act is hereby repealed, and the following substituted in lieu thereof:—

"8. Every person and joint stock company engaged, as owner or holder of a mineral claim, in mining for minerals (other than coal) shall take out a free miner's certificate, and every person or joint stock company who mines without having taken out and obtained such certificate shall, on conviction thereof in a summary way, forfeit and pay a penalty not exceeding twenty-five dollars, besides costs."

Also, to amend section 20 by inserting "10, 11 and" between the word "sections" and the figures "59," on the first line.

On Monday next—

The Hon. Colonel Baker to ask leave to introduce a Bill intituled "An Act to amend the 'Public School Act.'"

The Hon. Mr. Martin to move, on consideration of the Report on Bill No. 63 (Mineral Act), to strike out all the words after "claim," on the 8th line of section 10.

Mr. Hume to move, on consideration of the Report on Bill No. 63 (Mineral Act), to strike out section 3.

By Mr. Walkem—On Monday next—Questions of the Hon. the Minister of Education—

1. Has Campbell Creek School been closed?
2. If so, why?
3. If any complaint was made in respect to this school, by whom and what was the complaint?

By Mr. Walkem—On Monday next—

That an Order of this House be granted for a return of all correspondence between the Government and any person or persons in connection with the closing of Campbell Creek School?

The Speaker took the chair at 2 o'clock.

Prayers were read by the Rev. D. Macrae.

The House immediately went into committee on the Mineral Amendment Act, Mr. Huffin in the chair.

Mr. Williams noted that an amendment recommended by the mining committee had not been placed in the bill.

Mr. Smith said he did not bring in the bill as chairman of the mining committee, but as member for the mining district of Lillooet.

Mr. Semlin said that the Minister of Mines ought to have introduced a bill embodying all the suggestions of the mining committee.

Hon. Col. Baker said because he had done that on previous occasions he was not bound to do it now. The hon. leader of the opposition could not show him, he thought, any rule obliging him to bring in the bill. When the suggestions of the mining committee were embodied in their report, and laid on the table, it was open to any member to place any of them in the form of a bill and bring it before the house. It was not necessarily the duty of the Minister of Mines to do that.

Dr. Walkem moved that the chairman leave the chair.

Mr. Smith said this bill was brought in in the interests of miners, and the committee should pause before they killed the bill.

Mr. Rogers thought there had been too much trifling and tampering with the mineral act already.

Mr. Smith said there were several ways in which the act had to be revised, and if this bill was killed another act would have to be brought in including those revisions.

Hon. Col. Baker said he would be very sorry to see the motion carried. What Mr. Smith had said was quite correct. There were a number of amendments in the bill which were very necessary in the interests of the mining industry, and that industry would suffer if the bill was killed.

Mr. Kennedy, as secretary of the committee, said there were amendments to the bill which the mining committee did not recommend and that committee should not be made to father those amendments. He would support the motion.

Mr. Williams said it seemed to him that Mr. Smith, by his action, had thrown discredit on the mining committee by introducing into his bill amendments thrown out by the committee. It would be better for the bill to be withdrawn and another brought in by the Minister of Mines including all the amendments suggested by the mining committee.

Hon. Col. Baker said any member of the mining committee was perfectly able to bring in any amendments he thought fit. The bill now before the house included all the amendments of the mining committee except one, and it would be ridiculous for this bill to be withdrawn and another brought in by himself.

Dr. Walkem asked permission to withdraw his motion.

Mr. Smith objected, and the motion was then formally put and lost.

The committee then proceeded with the bill, and

Mr. Smith moved an amendment strengthening section 8 of the original act so as to show more clearly that the \$5 tax should not apply to miners working for wages.

Mr. Braden moved that the section be struck out so that when the bill was passed he could introduce his section enacting that no one could work in the mines until he became or announced his intention of becoming a British subject.

The clause was struck out.

Clauses 3 to 11 were put through with a few amendments, and the committee then discussed clause 12, which reads as follows:

"When a lode is supposed to cross a valley or under an alluvial deposit, and where such lode is indicated by its appearance on the side of the mountain leading into such valley, any free miner upon making a sworn statement before the mining recorder or gold commissioner of the district that there is a lode which has indications of running through and under such alluvial deposit, shall be entitled to a permit for three months to search for such lode over the area of a mineral claim, with the privilege of having such permit extended, on his proving to the satisfaction of the gold commissioner that he has bona fide searched for such lode and has expended, either in cash or labor, or both, not less than one hundred dollars in such search."

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Mr. Braden moved that the section be struck out so that when the bill was passed he could introduce his section enacting that no one could work in the mines until he became or announced his intention of becoming a British subject.

The clause was struck out.

By Mr. Helmcken—On Monday

Whereas in and by the act of the Treaty concluded at Washington, I. of the Treaty concluded at Washington, Majesty and the United States regulations were made respecting the Behring Sea:

And whereas the "Behring" seriously interfered with the United States of America without compensation being obtained:

And whereas large sums of money have been expended by the United States of America for the purpose of seriously crippling the effect of such restriction, loss and privation will be inflicted on those dependent upon them:

And whereas the existing regulations are found desirable, at the end of the America will endeavour to obtain the same:

And whereas the Canadian regulations without unnecessary loss to the United States of America, the following changes could be effected:

(a.) If the zone around the 30-mile limit:

(b.) To permit of pelagic sealing, May, as at present:

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(c.) If the provisions relating to vessels from being used for sealing industry, were to be placed in the hands of the British Commissioner:

(d.) If power were given to the Court of Enquiry to hold a Court of Enquiry at the point of seizure, infraction, a vessel, ordered to the home port, to complete the season:

And whereas it is desirable well as to request the revision of the same:

Be it therefore Resolved, That the Lieutenant-Governor, requesting of Canada, urging that Government to obtain consideration of the same:

Mr. Kellie to move, on Monday next, a new section:—

"Sub-sections (f) and (g) following inserted in lieu thereof:—

"(f.) Shall have deposited with the surveyor's original field-book of his intention to apply for a permit to search for minerals:

"(g.) Deposited with the surveyor's original field-book of his intention to apply for a permit to search for minerals:

(1.) Affidavit of the surveyor of this Act."

During the existence of such permit ground covered by the same shall not be open to record by any other miner. The fee for such permit, and each renewal, shall be the same as the fee for a record."

Hon. Col. Baker was not certain the clause should pass as it stood, would result in the locking up of land.

Mr. Kellie said it seemed to him the miners could not find minerals could not record claims, so that the would be locked up anyway. He thought it was a good section.

Hon. Col. Baker—"The ground is locked up now."

Mr. Smith said the amendment introduced at the earnest request of hon. members for Cariboo.

Mr. Rogers said the object of the clause was to give miners time to rock in place.

Mr. Adams said the clause gave protection to a miner who was hunting for minerals in order to get a record.

Hon. Col. Baker did not see that could give miners a monopoly over extensive piece of land for three months and perhaps longer.

Mr. Cotton felt that the clause was entirely against the spirit of the mineral act. They wanted to stop the general act and not abandon the clause, would certainly allow to be locked up.

The clause was carried by 16 votes.

A discussion arose on clause 13, which provides that no free miner shall be entitled to any interest in any mineral claim which has been located and re-leased by any other free miner unless he has a written agreement signed by the parties to the agreement stating the mineral interest he is entitled to in the mineral claim.

Mr. Adams moved to strike out clause 13.

Hon. Mr. Foster remarked that

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By Mr. Helmcken—On Monday next—

Whereas in and by the award of the Tribunal of Arbitration, constituted under Article I. of the Treaty concluded at Washington on the 29th February, 1892, between Her Britannic Majesty and the United States of America, dated the 15th day of August, 1893, certain regulations were made respecting the proper protection and preservation of the fur seal in the Behring Sea:

And whereas the "Behring Sea Award Act, 1894," which enacted these regulations, has seriously interfered with the universally recognized rights of vessels on the high seas:

And whereas, in the enforcement thereof by the officers in the Revenue Cutter Service of the United States of America, the Canadian sealers have been subjected to great loss, and without compensation being obtained therefor:

And whereas large sums of money have been invested in the said industry:

And whereas further restrictions in the lawful prosecution of the said industry will have the effect of seriously crippling if not altogether ruining it, whereby great injustice as well as loss and privation will be inflicted on those engaged therein, their employes, as well as upon those dependent upon them:

And whereas the existing regulations may, in terms of the said Act, be modified, if found desirable, at the end of the year 1898; and it is learned that the United States of America will endeavour to obtain a close season this present year:

And whereas the Canadian sealers contend that the said industry could be carried on without unnecessary loss to them, and without serious detriment to the seal herds, if the following changes could be effected, viz.:

- (a) If the zone around the Pribiloff Islands were reduced from the 60-mile limit to a 30-mile limit:
- (b) To permit of pelagic sealing in the Pacific Ocean until the 30th June, instead of 1st May, as at present:

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- (c) If the provisions relating to boarding on the high seas were so guarded as to protect vessels from being unnecessarily boarded and searched and delayed thereby:
- (d) If two Canadians, experienced in the habits of the fur seal and familiar with the sealing industry, were appointed to investigate and report in conjunction with the British Commissioners:
- (e) If power were given to the naval officers of both nations engaged in the patrol to hold a Court of Enquiry at Unalakaska, or other convenient and safe place nearest the point of seizure, and decide whether, in the event of seizure for an alleged infraction, a vessel, where the evidence is such as not to warrant a vessel being ordered to the home port, may be permitted to return to the Behring Sea and complete the season:

And whereas it is desirable to respectfully protest against the present regulations, as well as to request the revision thereof, for the purpose of considering the above suggestions:

Be it therefore Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor, requesting him to communicate with the Government of the Dominion of Canada, urging that Government to lay these views before the Imperial Government, so as to obtain consideration of the same in the direction as herein mentioned.

Mr. Kellie to move, on consideration of the Report on Bill No. 63 (Mineral Act), to add as a new section:—

"Sub-sections (f) and (g) of section 36 of this Act are hereby repealed, and the following inserted in lieu thereof respectively:—

"(f) Shall have deposited for reference with the Mining Recorder a copy of the surveyor's original field-notes and plat, immediately after posting the notice on the claim of his intention to apply for a certificate of Improvements:

"(g) Deposited with the Mining Recorder—

(1) Affidavit of the holder of the claim, or his agent, in the Form G in Schedule of this Act."

During the existence of such permit the ground covered by the same shall not be open to record by any other miner. The fee for such permit, and each renewal of the same, shall be the same as the fee for a record."

Hon. Col. Baker was not certain that the clause should pass as it stood, as it would result in the locking up of land.

Mr. Kellie said it seemed to him the ground would be locked up anyway. If the miners could not find minerals they could not record claims, so that the land would be locked up anyway. He thought it was a good section.

Hon. Col. Baker—"The ground is not locked up now."

Mr. Smith said the amendment was introduced at the earnest request of the hon. members for Cariboo.

Mr. Rogers said the object of the clause was to give miners time to find rock in place.

Mr. Adams said the clause gave protection to a miner who was hunting for rock in place in order to get a record.

Hon. Col. Baker did not see that they could give miners a monopoly over an extensive piece of land for three months and perhaps longer.

Mr. Cotton felt that the clause was going entirely against the spirit of the mineral act. They wanted to stand to the general act and not abandon it. The clause would certainly allow land to be locked up.

The clause was carried by 16 votes to 4.

A discussion arose on clause 13, which provides that no free miner shall be entitled to any interest in any mineral claim which has been located and recorded by any other free miner unless he has a written agreement signed by the parties to the agreement stating the particular interest he is entitled to in such mineral claim.

Mr. Adams moved to strike out the clause.

Hon. Mr. Pooley remarked that it in-

ter occurred that miners in the mountains had not pen and paper, and therefore could not draw up an agreement. He thought the principle of the clause was wrong one.

Mr. Kellie defended the clause.

Mr. Williams was in favor of some writing in these matters as so many legal disputes had arisen for want of agreements. He thought that there ought to be some writing, signed by the parties specifying the interests of each.

The motion was defeated.

Mr. Williams moved to strike out all the words after "unless" and add "such interest is specified and set forth in some writing, signed by the parties so locating such claims."

The amendment was agreed to and the clause as amended was passed.

Much discussion arose on clause 16, which reads as follows: "In all cases where a mineral claim is located upon land granted to a railway company as a government subsidy the lawful owner of the mineral claim, after the same shall have been crown granted, shall be entitled to expropriate the entire surface rights and interest in the simple of the company in and to the same in the manner prescribed for the expropriation of land in the 'Land Clauses Consolidation Act, 1897': Provided, however, that the amount awarded for such surface rights shall not be more than five dollars per acre. The provisions of this section shall not apply to the surface of any railway company where provision has heretofore been made as to the price for acquiring the surface rights to mineral claims."

Dr. Walkem did not think the clause would hold water. He did not think the legislature had the power to compel railways to whom land had been granted to sell that land at a certain price. It would be a great boon if the legislature could compel such companies as the Island Railway to sell their land at a cer-

tain figure, but it seemed to him that this clause was contrary to the common law of property.

Hon. Premier Turner agreed that the clause would not hold water. They might, however, make the clause apply to railway lands "hereafter granted."

Mr. Rogers moved to strike out the clause, but the motion was defeated.

Hon. D. M. Eberts moved an amendment making the clause apply to lands "hereafter granted." He submitted that though the proposition in the clause might be a good one the legislature having made contracts with certain rail-

ways, and having given them certain lands, it would be a breach of good faith to amend the law.

Dr. Walkem said the lands were not given to the companies to be locked up, but this was done with them because the companies refused to sell surface rights to miners unless they got exorbitant prices. He wanted to see the matter settled.

Hon. Mr. Pooley said many of the mineral claims in the Alberni district had been sold to the miners at very reasonable rates by the E. & N. railway company, in some cases they had been given away. He did not think the house had any right to force the hands of the companies and fix the price at which the lands should be sold. The legislature should not set the example of repudiating contracts by a "side wind." This was not a matter of public interest, but it was a "clause" in favor of the individual against the company. He felt that the house should throw out the clause.

Mr. Williams agreed with the hon. President of the Council that he would not like to see any repudiation of contracts but he did not see that this was a question of repudiation. They wanted to see the companies sell the surface rights at a reasonable price and not charge any such royalties as 20 cents per ton. They ought to compel the companies to give the miners the benefit of the reservations in the act granting them lands.

Hon. Col. Baker pointed out to the hon. member that the railway companies were not allowed to charge anything they like. He did not refer to the E. & N. land; that was a Dominion matter. The acts of the railway companies provided that if the miners were dissatisfied with the charge for land they could go to arbitration.

Hon. Mr. Eberts' amendment was lost.

Mr. Sword moved an amendment, the effect of which was that owners of mineral claims may expropriate the entire surface right and interest in fee simple of the railway company only so long as the land was exempt from taxation and not used for railway purposes.

The amendment was carried.

Mr. Kellie moved to strike out all the words after "1897," which would remove the provision as to the \$5 an acre. This was agreed to and the clause as amended was passed.

Section 18 regarding the removal of posts was struck out.

The committee rose and reported progress.

Hon. Col. Baker presented a return relative to the grievances of the sealers.

It being 6 o'clock recess was taken.

After Recess.

At 8:30 p.m. the house again went into committee on the Mineral Act Amendment bill.

Mr. Adams moved that section 19 be struck out. It reads as follows: "Any free miner may act as an agent to locate and record a mineral claim for another free miner, provided he is previously in that behalf authorized in writing by the party for whom he acts, and such authority is filed in the office of the mining recorder in the mining division in which the claim is situated previous to the date of the record of such claim."

The clause was struck out.

Mr. Cotton moved a new section providing that persons working for wages only in or about mines should not pay the \$5 tax.

Mr. Adams claimed that the amendment was out of order as interfering with the revenue of the country. A large number of Chinamen as well as whites would be relieved of the tax.

Hon. Premier Turner said there was an inclination earlier in the session in the direction of taking off the \$5 tax. However, so many representations had been made of late to the government from the mining district, from men interested in mines and from the miners themselves, stating that they did not want this tax removed, that the government felt inclined to let the matter stand over for a year.

Mr. Kellie said the people of Kootenay did not object to the tax. They said, however, that the government should tax the coal mines as well as the quartz mines. He thought they were quite right.

Chairman Huff ruled the amendment of Mr. Cotton out of order as it interfered with the revenue.

Dr. Walkem appealed from the decision of the chairman, and then withdrew, saying it was no use appealing to a Speaker who sat in committee.

Mr. Cotton thereupon appealed from the ruling, and he moved that the matter be referred to the Speaker.

The motion was carried and the house resumed.

A succession of points of order were taken, and then:

Mr. Speaker said the amendment was in perfect consonance with the bill, and he thought it was in order. It might be out of order as not being introduced as an instruction to the committee.

Hon. D. M. Eberts said the proposed amendment was to take the place of section 2, which was voted down this afternoon.

Mr. Speaker understood the crown objected to the amendment, and he ruled it out of order unless the assent of the government was obtained to it.

The house then again went into committee, and after some discussion,

Mr. Huff ruled the amendment out of order unless the consent of the government was obtained to introduce it.

Mr. Cotton asked the chairman to ask the government if they dissented from the introduction of the amendment.

Mr. Huff asked the government to express their view.

Hon. Mr. Turner said the government did assent to its introduction. The thing that surprised him was that hon. gentlemen opposite did not take that course at first. From the way those gentlemen were treating the matter, and it seemed to him that they did not want the amendment brought in. They had simply to ask the government to assent to its introduction, but instead of that they were beating about the bush, and it seemed as if they did not want to bring it in at all.

Mr. Williams challenged that statement, and ultimately leave was granted to introduce the amendment, and it was formally put.

Hon. Premier Turner said he had assented to this coming in, but now he would speak against it. He repeated that he had had many representations from miners strongly urging the advisability of keeping on the tax, and they so impressed the government that they thought the tax should go on another year.

Mr. Cotton, on the other hand, had had letters from Kootenay in which the hope was expressed that the tax would be taken off.

Mr. Kellie thought that all men working in mines—coal and quartz—should pay the \$5 tax.

After some further discussion the amendment was lost.

Mr. Kellie moved an amendment, the effect of which was to extend the \$5 tax to coal miners.

The amendment was ruled out of order.

Mr. Smith moved as a new section that nothing in the bill should affect pending litigation.

The amendment was agreed to.

Mr. Graham moved to strike out the following words in clause 4: "A description of the land bounding the claim on all sides shall state whether it is vacant crown land or land occupied by mineral claims, with the name of the claim. A sketch plan shall be drawn by the applicant on the back of the declaration, showing as near as may be the position of No. 1 and No. 2 posts, and the adjoining mineral claims."

This was agreed to.

Mr. Braden moved his new section making it compulsory upon free miners to become British subjects. The clause is slightly different from the one given yesterday, and reads: "2. Section 3 of the 'Mineral Act, 1896,' is hereby repealed, and the following is enacted in lieu thereof:

"3. Every person over eighteen years of age, and being a British subject, or being an alien, upon his making a declaration of his intention to become a British subject before any person authorized to take affidavits or affirmations under the Oaths Act, 1892, or before the gold commissioner or mining recorder, which declaration shall be in the form 'U' in the schedule to this act, and upon his filing the same with the mining recorder, and

every joint stock company, shall be entitled to all the rights and privileges of a free miner, and shall be considered a free miner, upon taking out a free miner's certificate. A minor who shall become a free miner shall, as regards his mining property and liabilities contracted in connection therewith, be treated as of full age. A free miner's certificate issued to a joint stock company shall be issued in its corporate name. A free miner's certificate shall not be transferable."

Mr. Smith objected to the clause as it would keep many people from coming to the province to locate claims.

Hon. Col. Baker placed himself on record as being strongly against the amendment. By the amendment they would exclude a large number of Americans.

Hon. Premier Turner agreed with the remarks of the last two speakers. He would not give ten cents for a man who became a British subject simply to record a claim, and he saw nothing in the argument that because the United States had adopted an alien labor law the province should do so also. He could not vote for the amendment.

Mr. Braden said he had brought the amendment forward to protect British subjects.

Mr. Graham moved as an amendment to strike out the words "no alien under this act can dispose of his claim until such alien has become, according to law, a naturalized subject," and insert in place "no person other than a British subject shall receive a crown grant for a mineral claim recorded after the passage of this act."

The amendment to the amendment was defeated, and Mr. Braden's amendment was then carried by 15 to 13.

The committee rose and reported the bill complete with amendments.

The order for committee of the Place Mining bill was discharged in order to admit of the bill being re-introduced in a different shape, and the house adjourned at 11:10 p.m.

World Apr 30-97.

FIFTY-FIFTH DAY.

From Our Own Correspondent.

Victoria, April 29.—Mining matters engaged attention all day long. The Mineral Act Amendment bill took so long to discuss in committee that the Women's Suffrage bill was crowded out and the fair ladies, who sat out the discussion on alien laborers and the \$5 tax went home at 11 p.m., disappointed but not discouraged. Their day has yet to come but they are confident it will not be long. Next session perhaps! Who knows?

From the report below it will be seen that the alien clause, introduced by Mr. Braden, was put into the bill though many members reversed their vote today as compared with yesterday. The clause in plain English means that all free miners in the Province must become British subjects. There is talk of amending it on report. It was decided also to-day to keep on the \$5 tax on free miners, workmen and all. Mr. Cotton introduced an amendment to strike off the tax and then ensued some most comical by-play on points of order. After all the hon. members had talked at once, and Chairman Huff had felt his reason going, Mr. Speaker had to go into the chair and give a ruling on the amendment. Then Mr. Huff faced the turbulent throng once more and the amendment was lost. It may be well to give the reason of the Government's change of front. It is well-known that they felt inclined to take off the license fee of \$5 on actual workmen but they have received so many exhortations from miners themselves to do nothing of the sort that they have decided to keep it on another year.

The Speaker took the chair at 2 o'clock and Rev. D. Macrae read prayers.

The Mineral act was again taken up in committee. Mr. Huff in the chair.

Mr. WILLIAMS complained that the bill did not embrace all the amendments suggested by the mining committee.

Mr. SMITH, chairman of that committee, said he brought the bill in as a private member and not in his capacity as chairman.

Mr. SEMLIN declared that it was the duty of the Minister of Mines to bring in a bill embodying all the proposed amendments of the mining committee.

Hon. Col. BAKER said that and asked the hon. member to point out any rule to strengthen his claim. He did not think the leader of the Opposition could do that. The procedure in the matter of these mining amendments was for the committee to place their suggestions in a report and present it to the House. Then it was in order

for any hon. member to bring in a bill including all or any of the amendments. The Minister of Mines was not bound at all to bring in a bill although he had done so on some previous occasions.

Dr. WALKEM moved that the chairman do leave the chair.

Mr. SMITH urged hon. members not to kill the bill in this way. It included many necessary revisions of the act which would have to be brought in in another measure if the motion was carried.

Hon. Col. BAKER said the bill included a number of very necessary amendments suggested by the mining committee. If the motion were allowed to pass the mining industry would suffer.

Mr. WILLIAMS claimed that the hon. member for Lillooet (Mr. Smith) had cast discredit on the committee of which he was chairman by introducing in his bill amendments thrown out by the Mining committee. He urged that the present bill be withdrawn and a new one introduced by the Minister of Mines embodying all the amendments of the Mining committee.

Hon. Col. BAKER thought that proposal ridiculous. Any hon. member could bring in amendment to the present bill, which, by the way, included all save one of the amendments suggested by the mining committee.

Dr. WALKEM asked permission to withdraw his motion.

There were loud cries of "no, no" and the motion was put to the House and formally defeated.

Mr. SMITH moved to amend the clause relieving miners working for wages from the \$5 by making it read as follows: "8. Every person and joint stock company engaged in mining for minerals (other than coal) shall take out a free miner's certificate, and every person or joint stock company who owns any interest in a mineral claim or who mines any mineral ground for the purpose of getting the minerals therein for his or its own benefit without having taken out and obtained such certificate shall, on conviction thereof in a summary way, forfeit and pay a penalty not exceeding \$25, besides costs."

Mr. BRADEN moved to strike out the whole clause as when the other sections were disposed of he wished to include as a section in the Mineral Act one preventing all save British

subjects, or those intending to become British subjects, from working in the mines.

The clause was struck out. Mr. ADAMS moved to strike out clause 13 which reads: "No free miner shall be entitled to any interest in any mineral claim which has been located and recorded by any other free miner unless he has a written agreement signed by the parties to the agreement stating the particular interest he is entitled to in such mineral claim."

Hon. Mr. POOLEY thought the clause embodied a wrong principle and should not be introduced into the bill. Mr. WILLIAMS thought there ought to be some writing signed by the parties interested specifying the interests of each.

The motion to strike out the clause was defeated.

Mr. WILLIAMS moved to strike out all the words after "unless" and add "such interest is specified and set forth in some writing signed by the parties so locating such claims."

The amendment was passed and the clause as amended was then agreed to.

Dr. WALKEM opposed clause 15. "In all cases where a mineral claim is located upon land granted to a railway company as a Government subsidy the lawful owner of the mineral claim, after the same shall have been Crown granted, shall be entitled to appropriate the entire surface rights and interest in fee simple of the company in and to the same in the manner prescribed for the expropriation of land in the Lands Clauses Consolidation Act, 1897. Provided, however, that the amount awarded for such surface rights shall not be more than \$5 per acre. The provisions of this section shall not apply to the subsidy of any railway company where provision has heretofore been made as to the price for acquiring the surface rights to mineral claims."

Mr. ROGERS moved to strike out the clause, but the motion was negatived.

Hon. D. M. EBERTS moved an amendment making the clause apply to lands "hereafter granted." He submitted that though the proposition in the clause might be a good one the Legislature having made contracts with certain railways and having given them certain lands it would be a breach of good faith to amend the law.

Dr. WALKEM wanted to see the railway companies forced to sell their lands and surface rights at reasonable prices.

Hon. Mr. POOLEY pointed out that the Esquimalt and Nanaimo railway had given mineral lands in Alberni at very reasonable rate. He did not think the House had the right to force the

lands of the companies and fix the price at which the lands shall be sold. He urged that the clause should be thrown out.

Mr. WILLIAMS said he quite agreed with the hon. president of the council when he said that he would not like to see any repudiation of contracts but he did not see that this was a question of repudiation. They wanted to see the companies sell the surface rights at a reasonable price and not charge any such royalties as 20 cents per acre. They ought to compel the companies to give the miners the benefit of the reservations in the act granting the land.

Hon. Col. BAKER said he would like to point out to the hon. member that the railway companies were not allowed to charge anything they like. He did not refer to the E. & N. land; that was a Dominion matter. The acts of the railway companies provided that if the miners were dissatisfied with the charge for land they could go to arbitration.

The amendment of the Attorney-General was lost.

Mr. SWORD moved an amendment the effect of which was that miners' mineral claims may expropriate the entire surface rights and interest in fee simple of the company only so far as the land was exempt from taxation and not used for railway purposes. This amendment was carried.

Mr. KELLIE moved to strike out the words after "1897" and thus the land limit of \$5 an acre would be moved.

The amendment was agreed to and the clause as amended was passed. Clause 13 was struck out and progress reported.

Hon. Col. BAKER presented a turn relative to the sealers' grievance. It consists simply of a report of the Executive council, dated Feb. 23, 1897. The Speaker called 6 o'clock.

On re-assembling at 8:30 the House again went into committee on Mineral Act Amendment bill, Mr. Huff in the chair.

Mr. COTTON moved a new section providing that persons working wages in the mines should not pay \$5 tax.

Mr. ADAMS claimed that the amendment was out of order as it interfered with the revenue of the country.

Hon. Mr. TURNER said there was an inclination earlier in the session the direction of taking off the \$5 tax. However, many representations had been made of late to the Government from the mining district, from miners interested in mines, and from the miners themselves, stating that they did not want this tax removed. That being the case, the Government felt inclined to let the matter stand over a year.

Mr. KELLIE remarked that the people of Kootenay did not object to the tax, but they wanted to see coal miners subjected to the tax as well as quartz miners.

Mr. HUFF (as chairman) ruled amendment out of order as it interfered with the revenue.

Dr. WALKEM appealed from the decision of the chairman and thought better of it and withdrew appeal, remarking that it was not appealing to a Speaker who sat in committee.

Mr. COTTON then said that he would appeal from the ruling, and moved that the matter be referred to the Speaker.

The motion was carried and House resumed.

A long talk took place on points of order, and ultimately,

Mr. SPEAKER understood. Crown objected to the amendment he ruled it out of order, unless the assent of the Government was obtained to it.

The House then went into committee and after some talk

Chairman HUFF ruled the amendment out of order unless the consent of the Government was obtained to introduce it.

Mr. COTTON asked the chairman to ask the Government if they dissented from the introduction of the amendment.

Mr. HUFF asked the Government their view.

Hon. Mr. TURNER said: "The Government will assent to its introduction. The thing that surprised me was that the hon. gentleman opposite did not take this course at first. For the way these gentlemen are treating the matter, one would think that they do not want it brought in. They simply to ask the Government to assent to its introduction, but instead of that they have been beating about the bush, and it really seems as if they do not want to bring it in at all."

The amendment was formally passed.

Hon. Mr. TURNER said: "I assented to this coming in, but now I speak against it." He then reiterated what he had said earlier in the day.

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was reported.

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Mr. COTTON moved a new section
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Mr. ADAMS claimed that the amend-
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The amendment was formally put.

Hon. Mr. TURNER said: "I assent-
ed to this coming in, but now I will
speak against it." He then reiterated
what he had said earlier in the even-

ing, that he had had many represen-
tations from miners strongly urging
the advisability of keeping on the tax
and they so impressed the Government
that they thought the tax should be
kept on another year.

Mr. COTTON had had letters from
Kootenay in which the hope was ex-
pressed that the tax would be taken
off.

Mr. KELLIE thought that all men
working in mines—coal and quartz—
should pay the \$5.

After some further discussion the
amendment was lost.

Mr. KELLIE moved an amendment,
the effect of which was to extend the
\$5 tax to coal miners.

The amendment was ruled out of
order.

Mr. SMITH moved as a new section
that nothing in the bill should affect
pending litigation; carried.

Mr. BRADEN moved his clause com-
pelling all free miners to become Brit-
ish subjects. This was given yester-
day, but it has since been added to,
and reads: "2. Section 3 of the Min-
eral Act, 1896, is hereby repealed, and
the following is enacted in lieu there-
of: 3. Every person over 18 years of
age, and being a British subject, or
being an alien, upon his making a
declaration of his intention to become
a British subject before any person
authorized to take affidavits or affir-
mation under the Oaths Act, 1892, or
before the Gold Commissioner or Min-
ing Recorder, which declaration shall
be in the Form U in the Schedule to
this Act, and upon his filing the same
with the Mining Recorder, and every
joint stock company, shall be entitled
to all the rights and privileges of a
free miner, and shall be considered a
free miner, upon taking out a free
miner's certificate. No alien under this
act can dispose of his claim until such
alien has become, according to law, a
naturalized subject. A minor who
shall become a free miner shall, as re-
gards his mining property and liabil-
ities contracted in connection therewith,
be treated as of full age. A free
miner's certificate issued to a joint
stock company shall be issued in its
corporate name. A free miner's cer-
tificate shall not be transferable."

Mr. SMITH objected to the clause.

Hon. Col. BAKER was strongly
against the amendment as it would
exclude a large number of Americans
from mining.

Hon. Mr. TURNER opposed the am-
endment. He could not see the force
of the mover's arguments, neither
could he see anything in the argu-
ment that because the United States
had adopted an alien labor law, this
Province should do so also. He could
not vote for the amendment.

The amendment was adopted by 15
votes to 13 and the committee rose and
reported the bill complete with amend-
ments.

News Advertiser May 1-97.

The House went into committee on the
Mineral Act Amendment Bill, Mr. Huff
in the chair. Mr. Semlin having asked
for information about the bill, and Mr.
Williams pointing out that all the amend-
ments recommended by the Mining Com-
mittee were not included in the bill, Mr.
Smith said that he had introduced it as
the member for the mining district of
Lillooet, and not as chairman of the Min-
ing Committee. He had taken this step
because the Minister of Mines had not
had time.

Hon. Mr. Baker said there was no rea-
son whatever why the Minister of Mines
should bring in the bill.

Mr. Graham asked why the entire re-
commendations of the Mining Committee
had not been accepted in drafting the
bill.

Mr. Smith repeated that he brought in
the bill as a private member, and he
saw no reason why he should insert re-
commendations of a committee in a bill
he was introducing when he did not agree
with them.

Dr. Walkem moved that the committee
rise, but the chairman ruled the motion
out of order. Dr. Walkem then moved
that the chairman do leave the chair.

Mr. Smith said he had brought in the
bill in the interests of miners, if the com-
mittee saw fit to kill the bill he could
not help it.

Mr. Rogers held that the Mining Act
had been tinkered with too much. Min-
ers do not know how they stand owing
to these continual changes. He thought
that the mining law should have a
lengthened trial.

Mr. Kellie held the labors of the Min-
ing Committee were worthy of more con-
sideration. It would be no credit to the
House if the bill were killed.

Mr. Smith held that it was right and
fitting that the Mining Act should be re-
vised.

Hon. Mr. Baker hoped the committee
would consider the question carefully.

Mr. Kennedy would not be surprised
if the bill were killed as the report of the

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Mining Committee had been ignored. The
work of the committee was what the
House ought to consider.

Hon. Mr. Baker pointed out that the
privileges of a member to bring in any
bill he wished could not be curtailed.

Mr. Williams said that they ought to
go very slowly and carefully in altering
the mining laws. The action of Mr. Smith
was a slur on the Mining Committee. He
suggested that the bill be withdrawn,
and the Minister of Mines bring in a bill
embodying the suggestions of the Mining
Committee.

Mr. Graham thought there were im-
portant amendments in the bill that
ought to be considered.

Hon. Mr. Baker held that it was
ridiculous to ask him to draft another
measure, as all the recommendations of
the committee but one were embodied in
this bill.

Dr. Walkem asked leave to withdraw
his motion that the chairman do leave
the chair. Mr. Smith objected, and the
motion was then put and lost.

The section amending the present act
so as to relieve mine laborers from the
necessity of taking out free miners' cer-
tificates was struck out, on motion of
Mr. Braden, in view of the instruction
to the committee for the insertion of the
amended section providing that certifi-
cates shall be issued only to British sub-
jects.

SEARCH FOR A LOPE.

Section 4, dealing with the manner
of staking and recording claims, was
laid over. A lengthy discussion took
place on the following section:

"12. When a lode is supposed to cross
a valley or under an alluvial deposit, and
where such lode is indicated by its ap-
pearance on the side of the mountain
leading into such valley, any free miner
upon making a sworn statement before
the Mining Recorder or Gold Commis-
sioner of the District that there is a lode
which has indications of running
through and under such alluvial deposit,
shall be entitled to a permit for three
months to search for such lode over the
area of a mineral claim, with the privi-
lege of having such permit extended, on
his proving to the satisfaction of the Gold
Commissioner that he has bona fide
searched for such lode and has expended,
either in cash or labor, or both, not less
than one hundred dollars in each search.
During the existence of such permit the
ground covered by the same shall not be
open to record by any other miner. The
fee for such permit, and each renewal of
the same, shall be the same as the fee
for a record."

Hon. Mr. Baker was not certain that
the section should pass as it stood, as it
would result in the locking up of land.

Mr. Kellie said it seemed to him the
ground would be locked up anyway. If

the miners could not find minerals they
could not record claims. He thought it
a good section.

Mr. Smith said the amendment was
introduced at the earnest request of the
members for Cariboo.

Mr. Rogers said the object was to give
miners time to find rock in place.

Mr. Adams said the section gave pro-
tection to a miner hunting for rock in
place in order to get a record.

Hon. Mr. Baker did not see that they
could give miners a monopoly over an
extensive piece of land for three months
and perhaps longer.

Mr. Cotton felt that the section was
entirely against the spirit of the Mineral
Act. They should stand by the general
act and not abandon it. The section would
certainly allow land to be locked up.

After further discussion the section
was adopted by 16 votes to 4. The next
section read as follows:

ACQUIREMENT OF INTEREST.

"13. No free miner shall be entitled to
any interest in any mineral claim which
has been located and recorded by any
other free miner unless he has a written
agreement signed by the parties stating
the particular interest he is entitled to
in such mineral claim."

Hon. Mr. Pooley ridiculed the idea of
compelling miners while out in the woods
to draw up such an agreement, pen and
ink not being usually with them.

Mr. Kellie held this section will pro-
tect the prospector from unscrupulous
speculators.

Mr. Williams was in favor of having
some written agreement, and he would
move an amendment to the effect that
any informal writing should suffice. A
motion to strike out the section was lost.

Mr. Williams then moved to strike out
all the words after "unless" and add the
words "unless such interest is specified
and set forth in some writing signed by
the parties so locating such claim."