

Wednesday, February 2nd, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

Pursuant to an Order of the House dated January 28th, the Hon. Mr. *Pattullo* presented a Return of a copy of the cruise in connection with Timber Sale X8440, Graham Island, Queen Charlotte Islands.

The Hon. Mr. *Oliver* presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, which read as follows:—

R. RANDOLPH BRUCE,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to amend the 'Infants Act,'" and recommends the same to the Legislative Assembly.

Government House,
February 2nd, 1927.

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

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 27) intituled "An Act to amend the 'Infants Act,'" a draft of which is annexed to this Resolution.

Resolution and Bill reported.
Bill introduced and read a first time.
Second reading at the next sitting.

Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of the Hon. Mr. *Pattullo*, the debate was adjourned to the next sitting.

The House resumed the adjourned debate on the motion moved by the Hon. Mr. *Oliver* on January 28th relating to certain lands conveyed by the Province of British Columbia to the Dominion of Canada in connection with the construction of the Canadian Pacific Railway.

Mr. *Twigg* moved in amendment, seconded by Mr. *Hinchliffe*,—

That all the words of the motion after the word "Whereas" in the first line thereof be struck out, and the following words inserted in lieu thereof:—

"by Terms of Union carried into effect by Imperial Order in Council dated May 16th, 1871, the Colony of British Columbia joined the Dominion of Canada:

"And whereas by said Terms of Union the Dominion of Canada agreed to commence within two years from the date of the Union, and complete within ten years therefrom, a railway from the Pacific towards the Rocky Mountains and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the seaboard of British Columbia with the railway system of Canada:

"And whereas a further condition of said Terms of Union was to the effect that British Columbia should convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government might deem advisable in the furtherance of construction of such

railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia, not to exceed, however, 20 miles on each side of said line as may be appropriated for the same purpose by the Dominion Government from the public lands in the North-west Territories and the Province of Manitoba :

" And whereas the Province of British Columbia did convey some eleven million acres of land to the Dominion in accordance with said Terms of Union, said tract being known as the Dominion Railway Belt :

" And whereas by the Act of Settlement, 1854, the Province of British Columbia was induced to convey and did convey a further three and one-half million acres of land, known as the Peace River Railway Block, to the Dominion in furtherance of the construction of said railway :

" And whereas the said railway has long been completed and none of the said lands were used in furtherance of its construction, but the same have been administered and dealt with by the Dominion as if they were lands of the Dominion in its own right :

" And whereas British Columbia is entitled to the return of the unalienated lands in the said Dominion Railway Belt and the Peace River Block and to an account and payment of the proceeds of sales made since the Canadian Pacific Railway was completed and paid for in July, 1886 :

" And whereas the Dominion of Canada has in the past, and intends in the future, to transfer to other Provinces of Canada large and valuable tracts of Dominion lands whereon expenditures by the Dominion have been made far in excess of the revenues derived therefrom :

" And whereas British Columbia has paid and is paying her proportion of such expenditures :

" And whereas a special subsidy amounting to 5 per cent. per annum on British Columbia's contributions through the Consolidated Revenue Fund of Canada towards the acquisition and development of such Dominion lands given and about to be given to other Provinces should be paid to British Columbia, said contributions being funded from time to time as they were paid :

" And whereas no further transfers of Dominion lands to other Provinces should be made until the amount of British Columbia's claim for compensation has been ascertained and agreed to :

" And whereas by unanimous resolution of the House of Commons of Canada, passed on April 25th, 1921, the transfer to the three Prairie Provinces of the Dominion lands within their respective boundaries on terms fair and equitable to the other Provinces was agreed to :

" And whereas by the agreement known as the ' Better Terms ' agreement the Dominion did pay to the Province of British Columbia a special yearly subsidy of \$100,000 for ten years, expiring in 1917 :

" And whereas said payments were not accepted by British Columbia as a final settlement of her claims in that behalf :

" And whereas the peculiar adverse conditions which entitled British Columbia to such a subsidy have not altered :

" And whereas British Columbia is entitled to a continuance of such subsidy and to payment of arrears thereof since 1917 :

" And whereas a Royal Commission has after investigation recently made a report, known as the Duncan Report, with respect to certain claims of the Maritime Provinces :

" Therefore be it Resolved, That the Dominion Government be urged to appoint, as soon as may be, a Royal Commission to inquire and examine into such grievances of the Province of British Columbia as may be presented to it, with particular reference to the matters referred to in the preamble hereto, and wherein thereby the interests of the Province of British Columbia have suffered as a result of certain legislative and administrative measures adopted from time to time by the successive Parliaments and Governments of Canada, and that the said Commission be instructed to make specific recommendations which would afford the necessary relief.

" And be it further Resolved, That the Government of British Columbia do forthwith prepare or cause to be prepared a memorandum or brief setting forth in detail such grievances or claims.

" And be it further Resolved, That an humble Address be presented to His Honour the Lieutenant-Governor, praying he cause to be conveyed to the Secretary of State for Canada the foregoing preamble and Resolution."

On the motion of Mr. *Perry*, the debate was adjourned to the next sitting.

Mr. *Perry* presented the Tenth Report of the Select Standing Committee on Private Bills and Standing Orders, as follows:—

REPORT No. 10.

LEGISLATIVE COMMITTEE ROOM,
February 2nd, 1927.

MR. SPEAKER:

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

That the preamble of the undermentioned Bills have been proved, and the Bills ordered to be reported with amendments.

Bill (No. 5S) intituled "An Act granting Powers to the First Narrows Bridge Company, Limited."

Bill (No. 59) intituled "An Act to empower the Erection of a Toll-bridge across the First Narrows or Lions' Gate of Burrard Inlet."

All of which is respectfully submitted.

H. G. PERRY, *Chairman*.

The report was read and received.

On the motion of Mr. *Perry*, Report No. 9 of the Select Standing Committee on Private Bills and Standing Orders was adopted.

Bill (No. 54) intituled "An Act to incorporate Union College of British Columbia" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

Bill (No. 21) intituled "An Act respecting certain Defunct Railway Companies" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

Bill (No. 23) intituled "An Act to amend the 'Industrial School Act'" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

Bill (No. 22) intituled "An Act to amend the 'Industrial Home for Girls Act'" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

Bill (No. 24) intituled "An Act to amend the 'Adoption Act'" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

The House resumed the adjourned debate on the second reading of Bill (No. 15) intituled "An Act respecting Departmental Inquiries."

Bill read a second time.

To be committed at the next sitting.

The House resumed the adjourned debate on the second reading of Bill (No. 12) intituled "An Act to provide for Old-age Pensions."

On the motion of Mr. *Uphill*, the debate was adjourned to the next sitting.

Mr. *Colley* asked the Hon. the Minister of Mines the following question:—

Has the Department under consideration "electrical or magnetic prospecting" in searching for indications of deeply buried ore, as is peculiar to the Southern Interior?

The Hon. Mr. *Manson* (for the Hon. Mr. *Sloan*) replied as follows:—

"Matter discussed in reports by Provincial Mineralogist and Resident Mining Engineer."

Mr. *Colley* asked the Hon. the Premier the following questions:—

1. Does dissatisfaction exist regarding the boundaries of the Kamloops and Salmon Arm Ridings?

2. Is it the intention of the Government to make any immediate change of said boundaries?

The Hon. Mr. *Oliver* replied as follows:—

"1. The member of the Legislature for Salmon Arm has expressed dissatisfaction with the present boundaries.

"2. No decision to change the boundaries has been made, nor has data to justify the change been presented to the Government."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Government purchase a house for the Assistant District Engineer, Comox?

2. If so, were tenders called for the purchase, and what were the amounts of each bid?

3. From whom was the house purchased? What was the purchase price?

4. Were any alterations carried out? If yes, to what extent and what was the cost?

5. Does the Engineer pay any rent? If so, what is the amount thereof?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes; no suitable dwelling available for rental.

"2. No.

"3. W. H. Kirkwood; \$2,625.

"4. Yes; renovating and heating, \$1,427.01, by tender.

"5. Yes; \$20 per month."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Government purchase a house for the Assistant District Engineer at Lillooet?

2. If so, were tenders called for the purchase, and what were the amounts of each bid?

3. From whom was the house purchased? What was the purchase price?

4. Were any alterations carried out? If yes, to what extent and what was the cost?

5. Does the Engineer pay any rent? If so, what is the amount thereof?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes; this was the most suitable building available.

"2. No.

"3. N. A. MacFarlane, \$2,500.

"4. Yes. Building chimneys, \$165.25; shingling, \$91.25; painting, \$35.84; survey fees, \$20.

"5. Yes; \$15 per month."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. What is the total amount paid to W. P. Tierney Co. for the construction of the Cariboo Road, Fraser Canyon Section, Yale to site of old Alexandria Bridge (13½ miles)?

2. What was the amount of W. P. Tierney Co.'s original tender?

3. What is the total amount paid to W. P. Tierney Co. for additional or extra work on section referred to in No. 1? What was the nature of the work?

4. Is the work completed referred to in Nos. 1 and 2? If not, at what date will it be completed?

5. What other work has W. P. Tierney Co. done on the Cariboo Road, Fraser Canyon route? What is the nature of the work, what has it cost, and is the work completed?

6. Were tenders called for any of the said works? If so, which and who tendered, and what were the amounts of such tenders?

7. Was the lowest tender accepted for the work under contract to W. P. Tierney Co. and referred to in No. 1? If not, why not? And what was the amount of the lowest tender (if any)?

The Hon. Dr. *Sutherland* replied as follows:—

"1. \$270,122.28, excluding extras. The distance is 14.35 miles on revised location.

"2. \$143,308.50 (based on estimated quantities). This did not take into account work subsequently decided upon—namely, an additional length of road of 1.02 miles to secure improved location and to avoid overhead crossings required but not included in contract, but for which provision had otherwise been made. This amount should then be \$187,158.50, which would

represent the contract price at that date if the above had been included. Actual classification of materials as determined during construction accounts for additional increased cost over and above this.

"3. \$2,054.60 for labour and material for small incidental works not provided for in contract. All other work paid for at unit price bid in contract.

"4. Yes.

"5. Construction of road 4 miles west of Yale completed; cost, \$30,139.54.

"6. Tenders called for construction between Yale and site of old Alexandria Bridge; following are tenders received: A. B. Palmer Co., Ltd., \$142,570.25; W. P. Tierney & Co., \$143,308.50; Cotton Co., Ltd., \$150,462; Northern Construction Co. and J. W. Stewart, \$161,541.75.

"7. Having regard to the expediency of having two separate contracting outfits, one on each side of the river, and also to the small difference—namely, \$738.25—between the two lowest tenders, it was considered advisable to award the contract to the higher of the two lowest bidders."

Mr. W. A. *McKenzie* asked the Hon. the Attorney-General the following questions:—

1. Is one Pearl Ferris in the employ of the Liquor Control Board?
2. If so, in what capacity?
3. How long has he been employed in such position?
4. What salary is he in receipt of?

The Hon. Mr. *Manson* replied as follows:—

- "1. No; but one Perle Ferris is employed.
- "2. Deputy Inspector.
- "3. Since June 15th, 1921.
- "4. \$165 per month."

Mr. *Jones* asked the Hon. the Minister of Lands the following questions:—

1. What were the years in which a moratorium was granted to water-users in water improvement districts throughout the Province?
2. What water improvement districts received extension of time for payments?
3. What extension of time was granted in each case?
4. What was the amount of money payable by each district carried forward by the moratorium?

The Hon. Mr. *Pattullo* replied as follows:—

- "1. Moratorium granted by Orders in Council approved January 4th, 1924, and December 22nd, 1925.
- "2. See No. 4.
- "3. Deferred payments amortized over thirty years.
- "4. Black Mountain Irrigation District, \$136,894.99; Glenmore Irrigation District, \$36,159.34; Grand Forks Irrigation District, \$57,118.88; Hefley Irrigation District, \$4,715.68; Naramata Irrigation District, \$17,855.88; Peachland Irrigation District, \$11,064.46; Robson Irrigation District, \$2,127.67; Scotty Creek Development District, \$8,864.04; South-east Kelowna Irrigation District, \$98,953.49; Vernon Irrigation District, \$251,570.28; Vinsulla Irrigation District, \$2,608.18; Westbank Irrigation District, \$8,162.76."

Mr. *Jones* asked the Hon. the Attorney-General the following questions:—

1. Has an Order in Council been passed under section 41, chapter 98, of the "Game Act," more especially relating to subsection (j) in relation to the registration of trap-lines?
2. Have any applications for the registration of trap-lines been received? If yes, how many?
3. Have any trap-lines been registered? If yes, where? If not, why not?

The Hon. Mr. *Manson* replied as follows:—

- "1. Yes.
- "2. Yes; 903 (Headquarters Office only as at January 31st, 1927).
- "3. No. Applications are being received from all over the Province and it is desired to have all applications in for each particular district before issuing licence for that district, so that no conflict will later arise. The system being a new one, a great deal of detail work and preparation

is necessary, and trappers, both white and Indian, in inaccessible places must be given every opportunity to make application. It is not deemed in the public interest to rush the granting of licences under all the circumstances."

Mr. *Pooley* asked the Hon. the Minister of Lands the following questions:—

With reference to questions 5 and 6 given in answer to Mr. *Hinchliffe*, dealing with one W. W. Boyd, Forest Ranger, appearing in Votes and Proceedings of January 13th, 1927:—

1. By whom was the Minister or member for the district advised of the discontent in the district?
2. What was the nature of the complaint?
3. Do the files of the Department show whether Boyd was a married man?
4. Do the files of the Department show how many children he had? If so, how many?
5. Do the files show whether Boyd was a native son of the Province as well as a returned soldier?

The Hon. Mr. *Pattullo* replied as follows:—

"1. General observation led to the conclusion that district should be reorganized, and it was so ordered.

"2. Answered by No. 1.

"3. Yes.

"4. Yes; none.

"5. Yes."

Mr. *Pooley* asked the Hon. the Minister of Lands the following question:—

What is the number of acres of private timber land paying forestry protection to the Government, including all classes?

The Hon. Mr. *Pattullo* replied as follows:—

"6,964,950 acres."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Department transfer one J. E. Clarke (acting as Temporary Engineer) from Lytton to Smithers?

2. For what purpose was Clarke transferred, if he was transferred?

3. Did the Department pay his transportation expenses? If yes, what was the cost?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes. (T. E. Clarke) acting as Resident Engineer of four years' service.

"2. Promoted to position of Assistant Engineer.

"3. Yes; \$88.62."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. to-morrow.

And then the House adjourned at 5.55 p.m.

Thursday, February 3rd, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of Mr. *Hinchliffe*, the debate was adjourned to the next sitting.

On the motion of Mr. *Lyons*, Bill (No. 30) intituled "An Act to amend the 'Horse-racing Regulation Act'" was introduced, read a first time, and *Ordered* to be read a second time at the next sitting.

The Hon. Dr. *Sutherland* presented the Annual Reports of the Chief Inspector of Boilers and Machinery and of the Chief Inspector of Electrical Energy for the Fiscal Year ended March 31st, 1926.

The Hon. Mr. *Manson* presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, which read as follows:—

R. RANDOLPH BRUCE,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to amend the 'Administration Act,'" and recommends the same to the Legislative Assembly.

Government House,
February 3rd, 1927.

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

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 29) intituled "An Act to amend the 'Administration Act,'" a draft of which is annexed to this Resolution.

Resolution and Bill reported.
Bill introduced and read a first time.

With the leave of the House, the Bill was read a second time and *Ordered* to be committed at the next sitting.

The Hon. Mr. *Manson* presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, which read as follows:—

R. RANDOLPH BRUCE,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to amend the 'Government Liquor Act,'" and recommends the same to the Legislative Assembly.

Government House,
February 3rd, 1927.

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

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 28) intituled "An Act to amend the 'Government Liquor Act,'" a draft of which is annexed to this Resolution.

Resolution and Bill reported.
Bill introduced and read a first time.
Second reading at the next sitting.

With the leave of the House, the Hon. Dr. *MacLean* presented a Return in answer to the following questions standing on the Order Paper in the name of Mr. *Pooley*:—

With reference to answers to questions *re* Sidney Brick & Tile Company given on January 17th, 1927:—

1. Will the Minister kindly explain who the person designated as H. C. H. may be whose expenses are charged against the Department of Industries for a trip to Vancouver as appears in answer to question No. 7?

2. What were the amounts paid for each of the different services mentioned in the answers to question No. 7?

Bill (No. 17) intituled "An Act to amend the 'Engineering Act'" was committed.
Reported complete without amendment.
Report adopted.
Third reading at the next sitting.

On the Order being called for the second reading of Bill (No. 26) intituled "An Act to amend the 'Pacific Great Eastern Railway Aid Act, 1925,'" Mr. Speaker ruled the Bill out of order, and delivered his decision as follows:—

"Honourable Members:

"With reference to Bill No. 26, intituled 'An Act to amend the "Pacific Great Eastern Railway Aid Act, 1925,"' introduced by the second member for Victoria City, I hold that this Bill is not in order on the ground that it proposes to appropriate public lands, the property of the Crown, for the purposes therein mentioned. It purports to vest the property of the Crown in the hands of a trustee with power to sell, lease, or otherwise dispose of the same, and with directions for the disposition of the proceeds of such sale.

"I hold that it is not competent for a private member to introduce such legislation, and that such legislation dealing with property of the Crown can only be dealt with by the Legislature upon the recommendation of His Honour the Lieutenant-Governor in Council.

"I refer you particularly to cases set out in the Speakers' Decisions, pages 54, 55, 57, 58, 59, 61, 63, 64, and 132.

"The first case cited was in connection with a petition for a Private Bill to obtain a Crown grant to certain lands. Mr. Speaker Pooley said: 'The petition implies the relinquishment of any claim the Crown might have in the lands, and as the same has not been recommended by the Crown, I must rule it out of order.' In this case an appeal was taken and the Chair was sustained on the appeal.

"The second case cited was that of a Bill dealing with drainage, dyking, and irrigation. Mr. Speaker Higgins ruled the Bill out of order on the ground that it dealt with Crown lands.

"The next case cited was that of an amendment to a resolution which was ruled out of order as being a direction to the Government as to the form and contents of the deed of conveyance from the Crown to the City of Victoria.

"The next case cited was that of a Bill to which objection was taken on the ground that it proposed to interfere with the administration of Crown lands and placed restrictions and limitations on the power of the Government in dealing with the interests of the Crown. Mr. Speaker Booth held the point well taken and ruled the Bill out of order.

"The next case cited is where Mr. Speaker Booth ruled a Bill out of order on the ground that it was not competent for a private member to introduce legislation dealing with the lands of the Crown.

"The next case cited is that of a proposed clause to a Bill dealing with Crown lands in which Mr. Speaker Booth ruled that the clause, if introduced at all, should come down to the House by message.

"The next case cited is that of a Bill to incorporate the Vancouver and Westminster Railway Company, in which Bill it was sought to insert a clause containing conditions as to the right to purchase, lease, or use lands belonging to the Province. Mr. Speaker Booth ruled that the clause interfered with the administration of the lands of the Crown and dictated conditions as to the administration of the same, and that it was not competent for a private member to interfere with the prerogatives of the Crown in this manner.

"The next case cited is a ruling by Mr. Speaker Booth, who said: 'This Bill deals with revenue and Crown lands. The Bill cannot be introduced by a private member.'

"The next case cited was a ruling by Mr. Speaker Pooley, declaring a clause proposed to be inserted in a Bill as being out of order for a private member to move, as it dealt with Crown lands.

"The next case cited, a proposal to insert a clause in a Bill dealing with Crown lands, was ruled out of order as being an interference with the prerogative of the Crown in dealing with and in the management of Crown lands.

"The next case cited was a ruling by Mr. Speaker Pooley that a Bill to amend a Government Bill introduced by a private member, extending time for obtaining Crown grants, was out of order.

"The next case cited, page 63, was a ruling: 'No private member can move a resolution or initiate legislation dealing with Crown lands.'

"The next case cited, page 64: 'A motion declaring rights to Crown grants, and an implied direction to the Government to issue such grants, cannot be moved.'

" Page 132: A motion to insert a clause in a Bill dealing with Crown lands was ruled out of order by Mr. Speaker Booth as interfering with the administration of Crown lands.

" Further examples of the Speakers' Decisions may be found in the following: Journals of the Legislature for 1906, page 80; Journals of 1907, page 49; Journals of 1908, pages 129 and 130; Journals of 1909, pages 94 and 117.

" It follows, therefore, that this Bill is not in order, and I so rule."

Mr. *Pooley* appealed from the decision of the Chair.

The Chair was sustained on the following division:—

YEAS—23.

Messieurs

<i>Burde</i>	<i>Rothwell</i>	<i>McPherson</i>	<i>Paterson</i>
<i>Stoddart</i>	<i>Mackenzie, I. A.</i>	<i>Harrison</i>	<i>Perry</i>
<i>Bryan</i>	<i>Smith, Mrs.</i>	<i>Leary</i>	<i>Barrow</i>
<i>Munn</i>	<i>MacLean</i>	<i>McRae</i>	<i>Sutherland</i>
<i>Wrinch</i>	<i>Oliver</i>	<i>Odlum</i>	<i>Pattullo</i>
<i>Colley</i>	<i>Manson, A. M.</i>	<i>Woodward</i>	

NAYS—18.

Messieurs

<i>Creery</i>	<i>Manson, M.</i>	<i>Walken</i>	<i>McKenzie, W. A.</i>
<i>Neelands</i>	<i>Lyons</i>	<i>Coventry</i>	<i>Jones</i>
<i>Broune</i>	<i>Hayward</i>	<i>Peck</i>	<i>Pooley</i>
<i>Wallinger</i>	<i>Twigg</i>	<i>Dave</i>	<i>Hinchliffe</i>
<i>Catherwood</i>	<i>Schofield</i>		

Bill (No. 10) intituled "An Act to amend the 'Vital Statistics Act'" was again committed. Progress reported.

Committee to sit again at the next sitting.

Bill (No. 19) intituled "An Act respecting Savings and Loan Associations" was committed. Progress reported.

Committee to sit again at the next sitting.

Bill (No. 15) intituled "An Act respecting Departmental Inquiries" was committed. Reported complete with amendments.

Report to be considered at the next sitting.

Bill (No. 51) intituled "An Act authorizing the Corporation of the City of Victoria to acquire the Assets and Undertakings of the Sooke Harbour Water Company, Limited, and repealing an Act entitled 'An Act to ratify and confirm an Agreement between the Corporation of the City of Victoria and Sooke Harbour Water Company, Limited, bearing Date the Thirtieth Day of October, 1912'" was read a second time.

To be committed at the next sitting.

On the motion of the Hon. Mr. *Manson*, seconded by Mr. *I. A. Mackenzie*, it was Resolved,—

That the Select Committee appointed on the 31st day of January, 1927, be authorized to employ counsel to assist in its work.

On the motion of Mr. *Perry*, Report No. 10 of the Select Standing Committee on Private Bills and Standing Orders was adopted.

Mr. *Lister* asked the Hon. the Minister of Public Works the following questions:—

1. Did any of the sub-contractors or stationmen on the Palmer Contract lodge any complaint with the contractor, or the Department, protesting the low rate paid them on their sub-contracts?
2. If so, when, and what action did the Department take (if any)?

The Hon. Dr. *Sutherland* replied as follows:—

"1. No.

"2. Answered by No. 1."

Mr. W. A. McKenzie asked the Hon. the Minister of Public Works the following questions:—

1. Has the road between Spences Bridge and Cache Creek been completed? If so, when?
2. What is the total mileage of said road?
3. What is the width of said road?
4. What has been the total cost as at December 31st, 1926?

The Hon. Dr. Sutherland replied as follows:—

"1. Presume this refers to the old Cariboo Road, completed in the early sixties.

"2. Approximately 36 miles.

"3. Various widths, 12-foot average.

"4. The work carried out from year to year was maintenance and such improvements from time to time as traffic warranted. All expenditures duly set forth in Annual Reports of Minister of Public Works."

Mr. Colley asked the Hon. the Minister of Public Works the following questions:—

1. Has the Department under consideration highway connections with Alberta?
2. If so, is the North Thompson route under consideration?

The Hon. Dr. Sutherland replied as follows:—

"1. Yes.

"2. Yes."

Mr. W. A. McKenzie asked the Hon. the Minister of Public Works the following questions:—

1. Has a survey been made of a road between Penticton and Carmi?
2. If so, when, and by whom was such survey made?
3. If so, what was the estimated cost constructing such road?
4. Was any portion of such road constructed at the time survey was made? If so, what mileage was constructed?
5. What is the total mileage between Penticton and Carmi according to such survey?

The Hon. Dr. Sutherland replied as follows:—

"1. Yes.

"2. J. C. Dufresne in 1912.

"3. Approximate estimate submitted in 1925 was \$182,500.

"4. About 12 miles partially constructed prior to 1925.

"5. 27½ miles."

Mr. Jones asked the Hon. the Minister of Public Works the following questions:—

1. Was there a survey and report made to ascertain the cost of rebuilding the Old Cariboo Road?
2. If so, when and by whom?
3. Will the Minister table a copy of the Engineer's report?
4. Was any portion of the original location changed in the building of the Cariboo Road?
5. If so, between what points, and did such changes increase or decrease cost of construction? If so, how much?
6. Did the C.P.R. or the C.N.R. contribute towards the cost of rebuilding those portions destroyed by the construction of the railways? If so, how much?
7. If not, what steps has the Government taken to enforce its claims?

The Hon. Dr. Sutherland replied as follows:—

"1. Yes; Hope-Spences Bridge.

"2. Year 1919; W. K. Gwyer.

"3. Yes.

"4. Yes. Many portions of original location of old road were occupied or interfered with by the railways; had been eroded by Fraser River or were in very heavy grade or curvature; dilapidated condition of retaining-walls and other structures; all such as to render original location at many points unfit for present requirements.

"5. Hope-Spences Bridge. Impossible to estimate owing to conditions set forth in No. 4.

"6 and 7. Final negotiations pending."

Mr. *Colley* asked the Hon. the Provincial Secretary the following questions:—

1. What steps have been taken by the Government regarding "health insurance"?
2. Has any investigation been made?
3. If so, is a report available?

The Hon. Mr. *Oliver* (for the Hon. Mr. *Sloan*) replied as follows:—

"1. Health Insurance Commission appointed November 19th, 1919, under 'Public Inquiries Act.'

"2. As outlined in report.

"3. Yes."

Mr. *Stoddart* asked the Hon. the Minister of Public Works the following question:—

Is it the intention of the Government to build a traffic-bridge across the Fraser River at North Bend during the coming year?

The Hon. Dr. *Sutherland* replied as follows:—

"Under consideration; investigations being made."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. What is the total amount paid to A. B. Palmer & Co. on their contract for the construction of Cariboo Road, Fraser Canyon Section, from site of old Alexandria Bridge to Boothroyd Indian Reserve (21 $\frac{2}{3}$ miles)?

2. What was the amount of A. B. Palmer & Co.'s original tender on this work?

3. What is the total amount paid to A. B. Palmer & Co. for extras or additional work on the section referred to in No. 1, and what was the nature of the work?

4. Is the work referred to in Nos. 1 and 2 completed? If not, at what date will it be completed?

5. What other work has A. B. Palmer & Co. done on the Cariboo Road, Fraser Canyon? What is the nature of the work, what has it cost, and is it completed?

6. Were tenders called for any of the said works? If so, which and who tendered, and what were their bids? If not, why not?

The Hon. Dr. *Sutherland* replied as follows:—

"1. \$893,532.92, excluding gravelling and extras. The distance is approximately 24 $\frac{1}{3}$ miles on revised location.

"2. \$375,584 (based on estimated quantities). This did not take into account work subsequently decided upon—namely, an additional length of road of 2 $\frac{2}{3}$ miles to secure improved location and elimination of bridges and overhead crossings not included in the contract, but the cost of the elimination of which is included in the total amount of \$893,532.92. This amount (\$375,584) should then be \$571,014, which would represent the contract price at that date if the above had been included. Actual classification of materials as determined during construction, together with the increased width of road-bed over a greater part of the line, accounts for the increased cost over and above the amount of the original tender.

"3. Additional work consisted of gravelling highway from point 4 miles west of Yale to Boothroyd Indian Reserve, amounting to \$62,471.05; also incidental works not provided for in contract, \$3,712.93.

"4. Work completed.

"5. Work other than Contract 2A done by A. B. Palmer Co. on Cariboo Road, Fraser Canyon, is as follows: Alexandria Bridge piers, towers, \$29,646.34; anchorages, \$17,781.43; rental of plant and equipment for the erection of Alexandria Bridge superstructure, \$3,286.16; rental of gas-shovel by agreement, Hope-Yale Section, \$14,617.98. All above works completed. Rental for gas-shovel as follows: Rental in dollars for any working-day equals 20, plus one-fifth of the yardage moved on that day. Minimum rate of excavation for one working-day to be 200 cubic yards. Minimum rental, \$70 per working-day. The contractor to supply all necessary operatives, workmen, stores, accessories, plant, fuel, etc., required for efficient operation, and to keep the shovel and all equipment in fit and proper condition.

"6. Tenders called for construction of piers and towers for Alexandria Bridge as follows: Robertson Bros., Ltd., \$29,808.63; A. B. Palmer Co., Ltd., \$29,872; Pacific Engineers, Ltd., \$29,960.97; Stewart & Barber, \$32,419; E. H. Shockley, \$33,633.75. It was intended to carry out

anchorages by day-labour, but as contractor's plant, materials, and other facilities were available during construction of piers, this work was done as an addition to contract-work. *Re* rental of plant, equipment, and rental of gas-shovel: Rentals of this nature do not lend themselves to letting by contract."

Mr. *Walkem* asked the Hon. the Minister of Public Works the following questions:—

1. Were tenders called for different types of pavement to be laid in the University grounds?
2. What type was laid?
3. What was the price per square yard and when was it laid?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes.

"2 and 3. Water-bound macadam (4-inch), compacted, 85 cents per square yard; 2-inch Warrenite Bitulithic (crushed rock), \$1.42 per square yard; on 3½-inch asphaltic concrete base (gravel), \$1 per square yard; total, \$2.42 per square yard. Pavement was laid July and August, 1925, and October, 1926."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

With reference to answers to questions given on January 17th, 1927, *re* Ladner-Woodward's Landing ferry-boat:—

1. What date was specified in the contract for the completion of the job (if any)?
2. On what date was the job completed?
3. What was the actual cost?

The Hon. Dr. *Sutherland* replied as follows:—

"1. April 15th, 1926.

"2. May 26th, 1926.

"3. \$14,049.19 as per contract. Extras ordered by Marine Architect, \$1,895.27."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

With reference to answers to questions *re* Tilton Creek Division of Cariboo Road given on January 17th, 1927:—

1. Is the said Raymond Leighton a recognized contractor?
2. Where does the said Raymond Leighton reside?
3. Where is his chief place of business?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes; he was given this short stretch on account of his associates being responsible railroad-construction men.

"2 and 3. Savona."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

With reference to boarding-house and cottage at Tranquille and answers given on January 17th, 1927:—

1. When were tenders called for by advertisement?
2. Did the Department by the advertisement call for one tender covering both boarding-house and cottage or did the advertisement call for separate tenders for each?
3. What was the total amount of the tender of Thos. Carson covering both the boarding-house and the cottage?
4. What was the total amount of the tender of H. J. Davies covering both the boarding-house and the cottage?
5. Why was the contract not given to Thos. Carson covering both jobs?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Gazette notice, March 4th, 1926.

"2. The intent of the advertisement was that separate bids should be submitted for the boarding-house and cottage respectively. Separate bids were submitted for each of these. On March 31st Thos. Carson was awarded contract for cottage and H. J. Davies for boarding-

house. On April 2nd Thos. Carson asked 'to be relieved from signing above contract'; consequently on April 17th H. J. Davies was awarded the contract for cottage.

"3. T. Carson: Cottage, \$3,500; boarding-house, \$21,000; total, \$24,500. H. J. Davies: Cottage, \$4,290; boarding-house, \$20,965; total, \$25,255. Lowest tenders as accepted by Minister, March 31st. T. Carson, cottage, \$3,500; H. J. Davies, boarding-house, \$20,965; total, \$24,465.

"4. See answer to No. 3.

"5. Because sum of his tenders was greater than the sum of the two lowest tenders as accepted March 31st."

Mr. *Poolcy* asked the Hon. the Minister of Public Works the following questions:—

With reference to the answers to questions dealing with the trusses and floor systems of the Alexandria Bridge, Cariboo Road, which appear in the Votes and Proceedings of January 17th, 1927:—

1. Have not Ross & Howard, referred to as the lowest bidders in the said answers, received many contracts from the Government in the past?

2. Has not their work been satisfactory in most cases?

The Hon. Dr. *Sutherland* replied as follows:—

"1 and 2. Yes; but action taken was in the public interest."

Mr. *Poolcy* asked the Hon. the Minister of Public Works the following questions:—

1. Were tenders called for the Abbotsford Lock-up in 1924?

2. If yes, who tendered and what was the amount of each tender?

3. Who got the contract?

4. What was the final cost?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes.

"2. J. A. McDonald, \$4,875; Clark & Fromey, \$5,900; W. M. Orr, \$5,985; Nels Olund, \$6,375; T. Carson, \$6,400; E. P. Rogers, \$6,775; Harrison & Turnbull, \$6,791 (received too late); Department's estimate, \$6,000.

"NOTE.—As regards the two tenders lower than that accepted: The lowest tender considered too low having regard to the Department's estimate of \$6,000; of the next two, the difference being so small it was considered advisable to give contract to local man employing local labour.

"3. W. M. Orr.

"4. \$5,985, and following extra work ordered by Architect: Waterworks, \$115.64; tearing down cell, \$13.50; wiring, \$14.14."

Mr. *Poolcy* asked the Hon. the Minister of Public Works the following questions:—

1. Who was the Resident Engineer during the reconstruction of the Eburne Bridge?

2. What salary was he paid per month?

3. What was the total amount of the salary paid him?

4. What was the total amount of expenses paid him?

5. What did the expenses cover and what amount was paid under each heading?

6. Was the Resident Engineer the same man who was formerly Supervisor during the construction of the Kamloops Bridge? If yes, were any moneys paid by the Government on account of transportation costs of moving him from Kamloops to Vancouver? If yes, how much?

The Hon. Dr. *Sutherland* replied as follows:—

"1. A. J. Leamy.

"2. \$260.

"3. \$3,044.51.

"4. \$198.44.

"5. Transfer of Mr. Leamy and family from Kamloops to Vancouver. Railway costs, \$43.41; hotel expenses, Vancouver, \$100.95; express charges on personal effects, and miscellaneous, \$54.08. Mr. Leamy allowed expenses in Vancouver until private quarters could be secured (approximately eight days).

"6. Yes. See No. 5."

Mr. *Hayward* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Department purchase a motor-car during the year 1926 for the General Road Foreman in the Grand Forks-Greenwood Riding?
2. If so, from whom was such car purchased and what was the make?
3. What did said car cost?
4. What allowance (if any) was made for old car?
5. What make was said old car?
6. In what year was it purchased and what did it cost?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes.

"2. McPherson Garage Co., Ltd., Dodge touring.

"3, 4, and 5. \$1,348.75 less allowance old Chevrolet car \$225 equals \$1,123.75.

"6. 1924, \$929 less allowance Ford car \$175 equals \$754."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. to-morrow.

And then the House adjourned at 5.50 p.m.

Friday, February 4th, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

Mr. *Perry* presented the Eleventh and Twelfth Reports of the Select Standing Committee on Private Bills and Standing Orders, as follows:—

REPORT No. 11.

LEGISLATIVE COMMITTEE ROOM,

February 4th, 1927.

MR. SPEAKER:

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

That the preambles of the undermentioned Bills have been proved, and the Bills ordered to be reported with amendments.

Bill (No. 52) intituled "An Act respecting The Yorkshire & Canadian Trust, Limited."

Bill (No. 53) intituled "An Act to amend the 'Shaughnessy Heights Building Restriction Act, 1922.'"

Bill (No. 57) intituled "An Act to amend the 'Vancouver Incorporation Act, 1921.'"

All of which is respectfully submitted.

H. G. PERRY, *Chairman*.

REPORT No. 12.

LEGISLATIVE COMMITTEE ROOM,

February 4th, 1927.

MR. SPEAKER:

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

That the penalty fee of \$300 paid under Rule 72 by the promoters of the undermentioned Bill be refunded.

Bill (No. 51) intituled "An Act authorizing the Corporation of the City of Victoria to acquire the Assets and Undertakings of the Sooke Harbour Water Company, Limited, and

repealing an Act entitled 'An Act to ratify and confirm an Agreement between the Corporation of the City of Victoria and Sooke Harbour Water Company, Limited, bearing Date the Thirtieth Day of October, 1912.'

All of which is respectfully submitted.

H. G. PERRY, *Chairman.*

The reports were read and received.

Dr. *Rothwell* presented the First Report of the Select Standing Committee on Agriculture, as follows:—

REPORT No. 1.

LEGISLATIVE COMMITTEE ROOM,

February 4th, 1927.

MR. SPEAKER:

Your Select Standing Committee on Agriculture begs leave to report as follows:—

We have received from the Advisory Board of Farmers' Institutes and associate members recommendations bearing upon the development of the agricultural industry, and that we believe, after careful consideration, should be carried into effect.

We, therefore, respectfully submit the following:—

No. 1. *Poultry destroyed by Dogs.*—Serious losses to the poultry industry through the deprivations of dogs have been reported to us; these occurring not only to the grade poultry stock, but to pure-bred breeders. Your Committee recommend to the Legislature that they give favourable consideration to an amendment of the "Sheep Protection Act" so that poultry can be included under "compensation" clauses and these losses paid for in a similar manner to sheep losses caused by dogs.

No. 2. *Collection of Dog-tax.*—The resolution submitted to us is as follows:—

"Resolved, That we now request the wider enforcement of the collection of the dog-taxes of the Province, in order to meet the changed conditions whereby the poultrymen have asked to be brought under the Act and given compensation for losses through dogs."

Also we feel that the regulation of dogs, even outside of known sheep or poultry areas, is advisable.

Satisfaction was expressed to your Committee over the enforcement of the Act during last year, and it is shown that losses to the sheep industry have been much reduced. We endorse this resolution.

No. 3. *Noxious Weeds from Elevator Screenings.*—The following is the resolution placed before us:—

"Whereas the Province of British Columbia now has all the noxious weeds it can take care of:

"And all the Provinces of Canada, including British Columbia, have Acts prohibiting the removal of unrecleaned elevator screenings (commonly known as elevator-run screenings) to Interior points, thus enforcing them to be recleaned before leaving the elevator or to be exported overseas to some foreign country:

"And the Province of British Columbia is not enforcing said Act, but is allowing unrecleaned screenings to be removed from elevators to 'feed' factories and cattle-feeding stations:

"And the Dominion Government has prescribed a standard for recleaned screenings, but there is no standard for unrecleaned screenings, and owing to their variable nature it is not possible to fix a standard:

"And it is advisable that a list of the persons to whom screenings are sold shall be furnished monthly to the Minister of Agriculture by the managers of elevators or warehouses:

"Now, therefore, we request the Government to immediately enforce the said Act, and not to amend it in any way whereby any business might get permits to remove unrecleaned screenings for grinding for sale or for cattle-feeding.

"It is further recommended, in connection with municipalities, that an amendment be made to the 'Municipal Act,' chapter 179, R.S.B.C. 1924, similar to the amendment made to clause 5 of the 'Municipal Amendment Act, 1923,' concerning the movement of bees on combs into municipalities, which would therefore be as follows:—

"For preventing the removal of uncleaned grain-elevator screenings into municipalities unless they are effectively ground so that the germinating-power of the noxious weed is destroyed."

Your Committee gave considerable time to discussing this problem, and in connection with elevator screening noxious weeds adopted this resolution. They recommend that suitable amendment be made to the "Municipal Act" regarding the last paragraph.

No. 4. *Attendants with Live-stock Shipments*.—This resolution reads:—

"Whereas it has been brought to our attention that the Canadian Freight Association, on behalf of all Canadian railway companies, is asking the Railway Commission to withdraw all free or partial transportation of attendants in connection with live-stock shipments:

"Be it Resolved, That we vigorously protest against any curtailment of existing privileges; and, further, in the case of exhibition live stock, that two attendants be allowed to each car."

Your Committee considered this situation and recommend the Minister of Agriculture to take the matter up with the proper authorities, and endorse the resolution.

No. 5. *Amendment to "Agricultural Act" reducing Minimum to earn Grant*.—The resolution is:—

"That the 'Agricultural Act,' chapter S, Part I., section 4 (a), be amended by changing the word 'fifteen' to 'ten.'" Your Committee endorse this resolution.

It was pointed out by the Advisory Board that this would be distinctly of benefit in the sparsely settled districts.

No. 6. *Game Subjects and Problems coming under Control of Game Conservation Board*.—The following resolutions were submitted:—

(1.) *Band-tailed Pigeons*.—"That owing to serious losses to grain-crops by the band-tailed pigeons the agreement with the United States be not renewed when it expires, this year."

(2.) *Definition of Farmer*.—"That the definition of farmer in the 'Game Act' be made to read that 'a farmer means a person who is lessee or owner of land in the Province and who is growing thereon any crops or raising any live stock with a view to profit.'"

(3.) *Sheep and Game Destruction by Coyotes*.—"That a bounty of not less than \$7.50 be placed on coyotes, including pups, in the summer season from May 1st to October 31st, when the pelts are worthless; pelts shall be forfeit to Crown."

(4.) *Personnel of Game Board*.—"That approximately 50 per cent. of the personnel of the Game Board should be practical farmers and recognized as such."

(5.) *Trappers' Licences and Bounties*.—"That production of a trapper's licence shall not be required from an applicant for a bounty on any vermin or predatory animals secured by trapping or other means."

(6.) *Bounty on Hawks and Owls*.—"Whereas the grouse, in Central British Columbia in particular, are fast becoming extinct:

"And whereas farmers lose considerable poultry each year by horned owls, and goshawk, cooper, and sharp-shinned hawks:

"Therefore be it Resolved, That a bounty be placed on these birds."

(7.) *Application for Free Gun Licences*.—"That the free farmer's gun licence be made as easily available as the paid licence. All constables should carry these free licences, also these should be procurable in offices where paid licences can be procured."

(8.) *Pheasants and Deer Damage to Crops*.—"That this Board go on record as being opposed to any change in the Act relating to pheasants."

(9.) *Licence to kill Bears*.—"Resolved, That we recommend no licence shall be necessary to destroy bears within or near settled areas."

Serious losses are being reported to live stock and we feel that no impediment should be placed in the way of destroying these animals when they are found, especially near habitations or schools.

Your Committee spent considerable time discussing these proposals, and had with them Mr. M. B. Jackson, Chairman of the Provincial Conservation Board, and Chief Game Warden Fisher, and these resolutions are all endorsed, except that *three* members of the Game Board are recommended to be practical farmers. (See No. 4.)

No. 7. *Scattering Seeds on Highways*.—The following resolution was presented (and a memorandum showing an analysis of seeds scattered by a Tourist Association along the highways with the object of creating a variety of flowers):—

"That the Government be urged to introduce legislation designed to prevent unrestricted distribution of seeds on the public roads or lands of the Province."

Your Committee recommend the Minister of Agriculture to bring in suitable legislation, as authorities strongly condemn this practice.

E. J. ROTHWELL, *Chairman.*

The report was received.

The Hon. Mr. *Oliver* presented the Report of the Civil Service Commission for the Year ended March 31st, 1926.

Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of Dr. *Wrinch*, the debate was adjourned to the next sitting.

The following Bills were severally introduced, read a first time, and *Ordered* to be read a second time at the next sitting:—

On the motion of the Hon. Dr. *MacLean*—Bill (No. 31) intituled "An Act to amend the 'British Columbia University Act.'"

On the motion of the Hon. Mr. *Manson* (on behalf of Mr. *Harrison*)—Bill (No. 33) intituled "An Act to amend the 'Counties Definition Act.'"

With the leave of the House, on the motion of the Hon. Mr. *Manson*, Bill (No. 32) intituled "An Act to amend the 'Village Municipalities Act'" was introduced, read a first time, and *Ordered* to be read a second time at the next sitting.

The Report on Bill (No. 15) intituled "An Act respecting Departmental Inquiries" was adopted.

Bill read a third time and passed.

Bill (No. 29) intituled "An Act to amend the 'Administration Act'" was committed.

Reported complete without amendment.

Report adopted.

Third reading at the next sitting.

The House resumed the adjourned debate on the second reading of Bill (No. 12) intituled "An Act to provide for Old-age Pensions."

Bill read a second time.

To be committed at the next sitting.

On the second reading of Bill (No. 25) intituled "An Act to amend the 'Forest Act'" a debate arose, which was, on the motion of Mr. *Walkem*, adjourned to the next sitting.

Bill (No. 27) intituled "An Act to amend the 'Infants Act'" was read a second time.

To be committed at the next sitting.

On the second reading of Bill (No. 28) intituled "An Act to amend the 'Government Liquor Act'" a debate arose, which was, on the motion of Mr. *Pooley*, adjourned to the next sitting.

Bill (No. 51) intituled "An Act authorizing the Corporation of the City of Victoria to acquire the Assets and Undertakings of the Sooke Harbour Water Company, Limited, and repealing an Act entitled 'An Act to ratify and confirm an Agreement between the Corporation of the City of Victoria and Sooke Harbour Water Company, Limited, bearing Date the Thirtieth Day of October, 1912'" was committed.

Reported complete without amendment.

Report adopted.

Third reading at the next sitting.

Bill (No. 58) intituled "An Act respecting The First Narrows Bridge Company, Limited" was read a second time.

To be committed at the next sitting.

Bill (No. 59) intituled "An Act respecting The Lions Gate Bridge Company, Limited" was read a second time.

To be committed at the next sitting.

On the second reading of Bill (No. 30) intituled "An Act to amend the 'Horse-racing Regulation Act'" a debate arose, which was, on the motion of the Hon. Mr. *Oliver*, adjourned to the next sitting.

The Hon. Dr. *Sutherland* presented a copy of the report of W. K. Gwyer on the feasibility of the Fraser Canyon Road for the Canadian National Highway.

To lie upon the table.

Mr. W. A. *McKenzie* asked the Hon. the Minister of Lands the following questions:—

1. Have any applications been made for a resurvey of timber leases or timber licences in the Province for the purpose of reclassification?
2. If so, how many applications have been made and by whom?
3. Have any timber licences or leases been reclassified as pulp leases since 1916?
4. If yes, what is the location of each one reclassified, and what is the name of the owner in each case?

The Hon. Mr. *Pattullo* replied as follows:—

"1. No.

"2. Answered by No. 1.

"3. No; but the following number of special timber licences have been surrendered in exchange for pulp licences under the provisions of section 46 of the 'Forest Act': Number of licences, 47; location, Range 5, Coast District; name of licensee, Prince Rupert Spruce Mills, Ltd. Number of licences, 53; location, Queen Charlotte Islands District; name of licensee, Powell River Co., Ltd. Number of licences, 90; location, Queen Charlotte Islands District; name of licensee, Pacific Mills, Ltd. Number of licences, 19; location, Rupert District; name of licensee, Canadian Forest Products, Ltd. Total number of licences, 209.

"4. Answered by No. 3."

Mr. *Jones* asked the Hon. the Minister of Agriculture the following questions:—

1. What is the area included in the Merville Soldier Settlement?
2. What amount of money has been expended by the Government on this area, including: (a) Cost of lands; (b) cost of development up to January 1st, 1927; (c) interest on the two items above up to January 1st, 1927?
3. What acreage was sold up to January 1st, 1927?
4. What was the value of lands sold?
5. What amount has been rebated from the value of lands sold either by arrangement or agreement?
6. What are the details of the agreement arrived at recently with the Merville settlers?
7. What has been the total sum of money received from the sale of lands in Merville area?
8. How many of the original settlers are living on this area?

The Hon. Mr. *Barrow* replied as follows:—

"1. 13,890.09 acres.

"2. (a) \$69,699.91; (b) \$618,355.32; (c) no interest charged.

"3. 4,919 acres.

"4. Net amount after deducting rebates as shown by question No. 5, \$137,545.54.

"5. Reappraisal rebates, \$70,499.71; returned soldier rebates, \$34,792.23; total, \$105,291.94.

"6. Cancellation of all interest up to December 31st, 1926—35 per cent. reduction from principal owing as at same date. Substitution of Board's standard 15-year agreement for the special Merville 25-year agreement; 10 per cent. cash payment required by March 1st, 1927.

Payments made on land to be credited against new price. If terms of offer not acceptable to any settler, that he be requested to vacate premises without undue delay.

"7. \$9,944.74.

"8. Fifty-nine."

Mr. Jones asked the Hon. the Minister of Finance the following questions:—

1. Give details or analysis of the public debt of the Province amounting to \$77,162,683.

2. Give details or analysis of revenue-producing debt of the Province amounting to \$17,315,040.

3. What are the total fixed and statutory fixed charges against revenue of the Province for year ended March 31st, 1926?

The Hon. Dr. MacLean replied as follows:—

"1. *Non-productive*—

Consolidated Revenue	\$26,424,216 00
P.G.E. Railway	13,209,220 00
Roads and Bridges	13,318,898 00
B.C. University	4,686,000 00
Buildings	2,209,309 00
	<hr/>
	\$59,847,643 00

Productive—

Dyking Debentures	\$ 445,000 00
Land Settlement Board	6,808,974 00
'Soldiers' Land Act'	3,169,873 00
Conservation	2,187,968 00
Better Housing	1,701,500 00
Industries	1,000,000 00
Forest Protection	300,000 00
New Westminster Bridges and Ferries	1,515,000 00
B.C. House, London	186,725 00
	<hr/>
	17,315,040 00
	<hr/>
	\$77,162,683 00

"2. Answered by No. 1.

"3. Public Debt	\$ 3,763,001 46
Legislation	142,388 60
Administration of Justice	424,996 98
Education	3,477,960 05
Mothers' Pensions	534,518 55
'Municipalities Aid Act'	391,823 17
Superannuation	239,390 23
Legislation	130,043 00
Statutory—various	96,721 89
Health	109,626 55
Mental Hospitals	296,875 81
Grants to Hospitals	711,540 96
Tubercular Hospitals	75,243 27
Correctional Institutions	68,554 36
Sinking Funds	1,598,896 86
P.G.E. Interest on Guaranteed Stock	789,406 89
P.G.E. Deficit and Maintenance	300,000 00
Civil Service	2,408,551 00
Non-Civil Service	539,318 00
Forest Protection	300,000 00

\$16,398,857 63 "

Mr. *Walkem* asked the Hon. the Minister of Public Works the following questions:—

1. Were tenders called for different types of pavement to be laid in Unit 1 of Point Grey lands in 1926?
2. What type was laid?
3. What was the cost per square yard?
4. Has it been repaired? If so, who paid the cost?

The Hon. Mr. *Pattullo*, as Minister of Lands, replied as follows:—

"1. Tenders were called for laying a specified area of: (a) Asphaltic concrete base with Warrenite Bitulithic wearing surface; (b) crushed rock base with Warrenite Bitulithic wearing surface; (c) water-bound macadam.

"2. As above.

"3. Type (a) cost \$2.68 per square yard; Type (b) cost \$2.36 per square yard; Type (c) cost \$1.44 per square yard.

"4. No."

Mr. *Creevy* asked the Hon. the Minister of Lands the following questions:—

1. Was one H. B. Hicks in the employment of the Department of Lands at Cranbrook in February, 1925?
2. Was the said Hicks dismissed from the position he then held? If so, when?
3. Was the said Hicks a returned soldier?
4. How long had the said Hicks been in the Government service previous to his dismissal?
5. Had any complaint been received as to the work or behaviour of the said Hicks?
6. If yes, what was the nature of the complaint and by whom made?
7. What reason was given to the said Hicks for his dismissal?
8. Since February, 1925, has any person done the work previously performed by the said Hicks?
9. Was any other employment offered the said Hicks by the Department of Lands? If yes, of what nature?

The Hon. Mr. *Pattullo* replied as follows:—

"1. Yes.

"2. Yes; when Cranbrook office was closed, February 28th, 1925.

"3. Yes.

"4. Approximately 13½ years, less time overseas.

"5. Mr. Hicks was retired when Cranbrook office was closed.

"6. Answered by No. 5.

"7. Answered by No. 5.

"8. Surveys made by William Blane during summer months.

"9. Yes. He was offered six months' work each year making final licence surveys, at same salary."

Mr. *Lister* asked the Hon. the Minister of Lands the following questions:—

1. Did the Forest Branch construct a road or trail near Ellis Creek during the year 1926?
2. If so, was said road laid out by an engineer? If not, who did lay out the work?
3. Was such work (if any) done on what would be considered a proper grade for a wagon-road?
4. What did the work cost?
5. Was a building erected on said road or trail?
6. If so, how many feet B.M. was used in said building, and what did the work cost?

The Hon. Mr. *Pattullo* replied as follows:—

"1. No. Repaired existing pack-trail.

"2. Answered by No. 1.

"3. No; not a wagon-road but a pack-trail.

"4. \$513.88.

"5. Yes.

"6. 1,743 board-feet of lumber used. Cost of building, \$337.25."

Mr. *Watken* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Government pave roadways in portion of Unit 1 of Point Grey lands in 1924?
2. What types of pavement were tenders called for?
3. What type was laid?
4. What was the cost per square yard of type specified?
5. What was the cost per square yard of type laid?
6. When was it laid?
7. Has it been repaired?
8. At what cost?
9. Who paid the cost of repairs?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes.

"2. (a.) Schedules 1 and 2 combined as one contract: Asphaltic concrete or Warrenite Bitulithic in Schedule 1 and asphaltic macadam (penetration) in Schedule 2. (b.) Schedules 1 and 2 combined as one contract: Cement concrete paving in Schedule 1 and asphaltic macadam (penetration) in Schedule 2.

"3, 4, and 5. 2-inch Warrenite Bitulithic (crushed rock), \$1.35 per square yard; or on 3½-inch asphaltic concrete base, \$1 per square yard. Prices submitted by successful contractor were: Cement concrete, \$2.70 per square yard; Warrenite surface on asphaltic concrete base, \$2.35 per square yard; bituminous macadam, \$1.83.

"6. During portions of October, 1924, and March, April, and May, 1925.

"7, 8, and 9. No repairs necessary."

Mr. *W. A. McKenzie* asked the Hon. the Minister of Public Works the following questions:—

1. What is the mileage on the road from Silver Creek to the beginning of Tierney's contract?
2. Was this built by day-labour; and, if so, what was the estimated cost?
3. What is the cost to date?
4. What is the estimated cost to surface and complete?

The Hon. Dr. *Sutherland* replied as follows:—

"1 and 2. Work carried out by day-labour between Rosedale and a point 4 miles west of Yale. Estimated cost, Hope to 4 miles west of Yale (9.2 miles), \$83,616.18 (includes cost of gravelling and of American Creek Bridge).

"3. As Silver Creek is not a division-point, separate costing is not kept of the section of road referred to in question 1, but forms part of Hope-Rosedale and Hope-Yale Sections.

"4. No estimate yet prepared for surfacing; completion will depend upon funds available; estimate to be prepared for the most urgent sections."

Mr. *Pooley* asked the Hon. the Minister of Lands the following questions:—

1. Does the Government maintain a shipyard at Thurston Bay?
2. If yes, what has been the annual cost of upkeep for the last three years?
3. How many forestry boats are stationed there?
4. Have any repair jobs on forestry boats been done in the last three years in private yards?
5. If yes, what yards, and what were the jobs in each year?

The Hon. Mr. *Pattullo* replied as follows:—

"1. Yes.

"2. Fiscal year 1923-24: Repairs, maintenance, and extension of plant, \$6,519.26; operating costs, \$746.89. Fiscal year 1924-25: Repairs, maintenance, and extension of plant, \$2,386.30; operating costs, \$1,436.20. Fiscal year 1925-26: Repairs, maintenance, and extension of plant, \$6,405.12; operating costs, \$638.98. Fiscal year 1926-27: Repairs, maintenance, and extension of plant (incomplete figures).

"3. Twenty-seven.

"4. Yes.

"5. 1924-25: V. M. Dafeo, installing new engine and minor repairs, 'Euclataw'; B.C. Marine Engineers, repairing tanks of 'Euclataw'; Prince Rupert Dry Dock Co., docking and painting 'Leila R.'; Prince Rupert Dry Dock Co., docking and repairs to tail-shaft, 'Leila R.'; F. P. Osborne & Co. (Lund), reabbtting crank-shaft of 'Elmera'; Vancouver Ship Yards, putting on hand-rail and making shelves, 'Forester'; Prince Rupert Dry Dock Co., repairs to hull of

'Forester'; Vancouver Ship Yards, hauling out and painting 'R. J. Skinner'; Martin & Knight, repairs to hull of 'Western Hemlock'; Martin & Knight, hauling out, painting, and shaft repairs, 'Check Scaler'; Vancouver Ship Yards, making new shaft for 'Scaler'; J. Penny, overhaul, 'Mac'; Hoffer Motor Boat Co., hull repairs, 'Madrona'; Vancouver Ship Yards, hull repairs, 'Maple'; G. Johnson, overhaul, 'Nerka'; G. Johnson, repairs, 'Nerka.'

"1925-26: Prince Rupert Dry Dock Co., docking, repairs, and painting, 'Embree'; Prince Rupert Dry Dock Co., engine repairs, 'Embree'; Prince Rupert Dry Dock Co., docking, painting, and repairs, 'Euclataw'; Prince Rupert Dry Dock Co., engine repairs, 'Lillian D.'; Prince Rupert Dry Dock Co., docking and repairs to hull, 'Lillian D.'; Prince Rupert Dry Dock Co., docking, painting; Vancouver Ship Yards, hauling out and painting 'Forester'; Vancouver Ship Yards, hauling out and painting and engine repairs, 'Forester'; Vancouver Ship Yards, engine repairs, hauling out, and painting, 'Scaler II.'; Vancouver Ship Yards, general repairs, 'Scaler II.'; G. Johnson, hull repairs, 'Chestnut'; H. Steigenberger, overhaul, 'Mac'; Martin & Knight, hull repairs, 'Maple'; H. Thorpe, hull repairs, 'Maple'; F. P. Osborne (Lund), engine repairs, 'Douglas Fir.'

"1926-27: I.X.L. Motors, repairs, 'Chestnut'; W. T. Crowhurst, overhaul, 'Mac'; J. Penny, repairs, 'Mac'; J. W. Blestowe, repairs, 'Oak'; Prince Rupert Dry Dock Co., docking, painting, and repairs, 'Lillian D.'; Prince Rupert Dry Dock Co., engine repairs, 'Lillian D.'; Hoffer Marine Co., hauling out and painting, 'Forester'; Martin & Knight, overhaul, 'Check Scaler'; Vancouver Ship Yards, hauling out, painting, and engine repairs, 'Scaler.'"

Mr. W. A. McKenzie asked the Hon. the Minister of Public Works the following questions:—

1. Was the District Engineer's clerk at 150-Mile House retired at the end of October, 1924?
2. Did he receive pay for November in lieu of notice? If yes, what sum was paid him?
3. Did the Government pay his expenses from 150-Mile House to the Coast? If so, what date and how much?
4. Was same clerk reinstated January 1st, 1925?
5. Was his salary paid him for December, 1924?
6. Was his transportation expenses from the Coast to 150-Mile House paid? If so, on what date and how much?

The Hon. Dr. Sutherland replied as follows:—

"1. Yes.

"2. Yes; \$125.

"3. Yes; expenses, November 27th, 1924, \$56.36, paid December 10th, 1924.

"4. Yes.

"5. Yes.

"6. Yes; expenses, December 23rd to 31st, 1924, \$55.55, paid January 5th, 1925.

"NOTE.—This official appeared personally before the Department at Victoria and after an investigation it was decided that he should be reinstated. Defrayment of his expenses by the Department was considered just."

Mr. Pooley asked the Hon. the Minister of Public Works the following questions:—

With reference to answers to questions *re* Mount Olie Road contract let to Cotton Company, Ltd., given on January 17th, 1927:—

1. Did the District Engineer supervise or otherwise check the carrying-out of the said work?
2. If not the District Engineer, did any Government employee check the said works? If yes, who?
3. If said work was checked or in any way supervised by departmental officials, did said official report that said work was being carried out by sub-contractors or stationmen? If so, when and to whom?
4. Have not some of the departmental engineers drawn the attention of the Department in the past to this practice of subletting contracts in violation of the provisions of their contract?
5. If yes, why was not proper check kept on this contract?

The Hon. Dr. Sutherland replied as follows:—

"1. Yes.

"2. Carried out under constant supervision and measurement by Provincial Resident Engineer and finally inspected, checked, and approved by Dominion Government Inspecting Engineer,

Highway Department. All Department records inspected, audited, and approved by Dominion Government Auditor, Federal Aid Department.

"3. No reference made in any report with regard to subletting prior to or during construction. After final completion of the work District Engineer made incidental reference to subletting.

"4. Yes, in some cases only; but Department has invariably protected all stationmen by insisting that they are paid not less than the current rate of wages prevailing in the district.

"5. Proper check was kept on this and all contracts."

Mr. *Walkem* asked the Hon. the Minister of Public Works the following questions:—

1. Did the Government pave Tenth Avenue through Point Grey lands adjoining the University site?

2. What type of pavement was used?

3. What time of the year was this laid?

4. What was the lowest bid received for each type?

5. What was the actual cost of type laid?

6. When was the pavement completed?

7. Has it been repaired?

8. What was the total cost of these repairs?

9. Was the cost paid by the Government or by the contractor?

10. Were tenders called for paving the south side of Tenth Avenue through the Point Grey lands?

11. What type was laid?

12. What was the cost per square yard?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Yes.

"2 and 5. Warrenite-Bitulithic Type B (mineral aggregate of crushed rock), 2-inch compacted thickness, at \$1.35 per square yard; on asphaltic concrete base (mineral aggregate of gravel), 3½-inch compacted thickness, at \$1 per square yard.

"3. During fall of 1924 and spring of 1925.

"4. Cement concrete, 7 inches thick, \$2.58 per square yard; asphaltic concrete base, 3½ inches, gravel, 91 cents; asphaltic concrete base, 3½ inches, crushed rock, 96 cents; asphaltic concrete wearing surface, 2 inches, gravel, \$1.30; asphaltic concrete wearing surface, 3½ inches, crushed rock, \$1.35; Warrenite-Bitulithic, Type A, 2 inches, gravel, \$1.30; Warrenite-Bitulithic, Type A, 2 inches, crushed rock, \$1.35; Warrenite-Bitulithic, Type B, 2 inches, gravel, \$1.30; Warrenite-Bitulithic, Type B, 2 inches, crushed rock, \$1.35.

"6. Spring of 1925.

"7, 8, and 9. Yes; when pavement completed heavy traffic settled top slightly from edge of curb on north side of Tenth Avenue. This was repaired by contractors at their own expense.

"10. No.

"11 and 12. Warrenite-Bitulithic wearing surface at \$1.46 per square yard on Portland cement concrete base at \$1.54 per square yard.

"NOTE.—Answers to questions 10, 11, and 12 obtained from the Hon. the Minister of Lands, under whose authority this work was done."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. on Monday next.

And then the House adjourned at 5.40 p.m.

Monday, February 7th, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

The Hon. Mr. *Pattullo* presented the Annual Reports of the Lands and Survey Branches of the Department of Lands for the Year ended December 31st, 1925.

The Hon. Mr. *Pattullo* presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, which read as follows:—

R. RANDOLPH BRUCE,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act to confirm certain Surveys relating to Railway Subsidy Lands repurchased by the Crown," and recommends the same to the Legislative Assembly.

Government House,
February 7th, 1927.

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

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 34) intituled "An Act to confirm certain Surveys relating to Railway Subsidy Lands repurchased by the Crown," a draft of which is annexed to this Resolution.

Resolution and Bill reported.
Bill introduced and read a first time.
Second reading at the next sitting.

The Hon. Dr. *Sutherland* presented to Mr. Speaker a Message from His Honour the Lieutenant-Governor, which read as follows:—

R. RANDOLPH BRUCE,
Lieutenant-Governor.

The Lieutenant-Governor transmits herewith a Bill intituled "An Act respecting Taxation of the Pacific Great Eastern Railway Company," and recommends the same to the Legislative Assembly.

Government House,
February 7th, 1927.

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

(IN THE COMMITTEE.)

Resolved, That the Committee rise and report to the House, recommending the introduction of a Bill (No. 35) intituled "An Act respecting Taxation of the Pacific Great Eastern Railway Company," a draft of which is annexed to this Resolution.

Resolution and Bill reported.
Bill introduced and read a first time.
Second reading at the next sitting.

Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of Mr. *Walkem*, the debate was adjourned to the next sitting.

Mr. *Bryan* presented the Second Report of the Select Standing Committee on Printing, as follows:—

REPORT No. 2.

LEGISLATIVE COMMITTEE ROOM,
February 2nd, 1927.

MR. SPEAKER:

That we recommend the printing of the following documents, namely:—

The Catalogue of the Library.

The Pacific Great Eastern Railway Report.

The report showing the Oriental population of British Columbia.

All of which is respectfully submitted.

J. M. BRYAN, *Chairman*.

The report was read and received.

On the motion of Mr. *Perry*, Reports Nos. 11 and 12 of the Select Standing Committee on Private Bills and Standing Orders were adopted.

The following Bills were introduced, read a first time, and *Ordered* to be read a second time at the next sitting:—

On the motion of Mrs. *Smith*—Bill (No. 36) intituled "An Act to incorporate the Hair-dressers of British Columbia."

On the motion of the Hon. Mr. *Oliver*—Bill (No. 37) intituled "An Act to redefine the Territorial Limits of the Corporation of the City of New Westminster and the Corporation of the District of Surrey."

On the motion of Mr. *Harrison*—Bill (No. 38) intituled "An Act to amend the 'Optometry Act.'"

Bill (No. 12) intituled "An Act to provide for Old-age Pensions" was committed.

Reported complete without amendment.

Report to be considered at the next sitting.

Bill (No. 32) intituled "An Act to amend the 'Village Municipalities Act'" was read a second time.

To be committed at the next sitting.

On the motion of Mr. *Davie*, seconded by the Hon. Mr. *Manson*, it was *Resolved*,—

That an Order of the House be granted for a Return of the proceedings at the Coroner's inquest on the body of one George Borden, who was shot by the Provincial Police at Penticton on January 6th, 1927.

Pursuant to such Order, the Hon. Mr. *Manson* presented the Return referred to.

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

With reference to what is known as the Palmer Contract, Alexandria Bridge to Boothroyd, Cariboo Road:—

1. What were the original estimated quantities of solid rock, loose rock, earth, and hard-pan?
2. What were the revised quantities?
3. What necessitated the revision?
4. What were the final quantities?
5. If length was changed, what was the length of the change?

The Hon. Dr. *Sutherland* replied as follows:—

"1. *Excavation*.—Estimated quantities based on preliminary location: Solid rock, 43,740 cubic yards; loose rock, 57,900 cubic yards; hard-pan, 26,240 cubic yards; earth, 86,000 cubic yards.

"*Borrow*.—Solid rock, 2,400 cubic yards; loose rock, 3,600 cubic yards; hard-pan, 1,200 cubic yards; earth, 4,800 cubic yards.

"2. *Excavation*.—Quantities calculated from cross-sections previous to carrying out the work: Solid rock, 201,615 cubic yards; loose rock, 102,201.6 cubic yards; hard-pan, 35,584 cubic yards; earth, 49,475 cubic yards.

"*Borrow*.—Solid rock, 2,700 cubic yards; loose rock, 4,957 cubic yards; hard-pan, 3,496 cubic yards; earth, 4,929 cubic yards.

"3. Elimination of railway crossings, improved alignment, future economic maintenance of the road, improved bridge-sites, etc.

"4. *Excavation*.—Quantities based on actual measurement on final location taken during progress of work: Solid rock, 199,692.2 cubic yards; loose rock, 103,770.5 cubic yards; hard-pan, 159,000.6 cubic yards; earth, 110,528.5 cubic yards.

"*Borrow*.—Solid rock, 271.6 cubic yards; loose rock, 1,942.2 cubic yards; hard-pan, 2,321.1 cubic yards; earth, 2,982.3 cubic yards.

"5. Length increased 2½ miles (approximately), due to diversions mentioned in No. 3."

Mr. Jones asked the Hon. the Minister of Agriculture the following questions:—

1. What was the acreage purchased by the Land Settlement Board in what is known as the Creston Soldier Settlement Area?
2. What has been the total amount expended for purchase of lands, development and other expenditures, including interest, up to January 1st, 1927?
3. How much acreage has been sold up to January 1st, 1927?
4. What is the value of lands sold?
5. How much cash has been received from sale of lands?
6. What is the number of the original settlers now located on this area, excluding Canyon City area?
7. What sum of money has been granted in the form of rebates to settlers up to January 1st, 1927?

The Hon. Mr. Barrow replied as follows:—

- "1. 6,993.62 acres.
- "2. \$834,796.28 (no interest chargeable).
- "3. 1,206 acres.
- "4. \$120,849.
- "5. \$32,904.14.
- "6. Twenty-five.
- "7. Returned soldiers' rebate, \$9,500; purchase price rebate, \$41,222.94; interest rebate, \$19,328.35; total, \$60,051.29."

Mr. Jones asked the Hon. the Minister of Public Works the following questions:—

1. What has been the total cost to the Government for work done on: (a) Roads; (b) bridges on the Mara Section, North Okanagan District, dating from the month of March, 1926, to December 31st, 1926?
2. Give names of all employed on this work, showing dates and months, with amounts paid to each.

The Hon. Dr. Sutherland replied as follows:—

- "1. Roads, \$1,359.68; bridges, \$990.81.
- "2. *Roads*.—L. O. Zettergreen, foreman: April 1 to 3, 5 to 10, 12 to 17, 19 to 22, 24, 26 to 30; May 14, 15, 17 to 22, 25 to 29, 31; June 11, 12, 15 to 17, 22 to 24, 26, 28 to 30; July, ½ on 22, 23, 24, 28 to 31; August, 2 to 5, ½ on 27, 28, ½ on 31; September 3 to 5; October 5 to 7; November, 10 hours on 16, 17 to 20, 22 to 24, 26, 27, 29, 30; December 3, 4, 6 to 11, 13, 16, 17, ½ on 18, 20, 21; total paid for 9 months, \$428.62.
- "S. Cuddy, labourer: April 2, 3, 5, 6; June 12, 15 to 17; October 5, ½ on 6, 11, 15; November 19, 20, 22, ½ on 23, 26, 27, 29, 30; December 3, ½ on 4, 6 to 8, ½ on 9, 7 hours on 11, 13, 16, 17, ½ on 18, 20, 21; total paid, \$106.31.
- "A. L. Zettergreen, labourer: April 2, 3, ½ on 9; November 19, ½ on 23, ½ on 24, 26, 27, 29, 30; December 3, ½ on 4, 6, ½ on 7, 8, ½ on 9, 10, 7 hours on 11, 13, 16, 17, ½ on 18, 20, 21; total paid, \$71.31.
- "E. Bennett, labourer: April 2, 3; total paid, \$7.

"E. Newton, labourer: April 7 to 10, 12 to 17, 19, $\frac{1}{2}$ on 21, 26, 28; May 17, 18, $\frac{3}{4}$ on 19, 20 to 22, 25, 7 hours on 26, 27, $\frac{3}{4}$ on 28, 31; total paid, \$87.06.

"A. Makella, labourer: April 9, 10, 12 to 17, 19, 20; May 14, 15, 17, 18, $\frac{3}{4}$ on 19, 20, $\frac{1}{2}$ on 21, 22, 25, 7 hours on 26, 27; August 3 to 5; September 3 to 5; total paid, \$91.44.

"W. Gibbard, labourer: April, $\frac{1}{2}$ on 9, 10, 12 to 15; total paid, \$19.25.

"H. Koskimaki, labourer: April 12 to 17, 19, 20; May 14, 15, 17, 18, $\frac{3}{4}$ on 19, 20, $\frac{1}{2}$ on 21, 22, 25, 7 hours on 26, 27; total paid, \$63.44.

"H. Coell, labourer: April 28 to 30; total paid, \$10.50.

"Wm. Elson, labourer: August 3 to 5; total paid, \$10.50.

"A. Gray, labourer: November 22, $\frac{1}{2}$ on 23, 26, 27, 29, 30; December 3, $\frac{1}{2}$ on 4, 6, 8, $\frac{1}{2}$ on 9, 10, 7 hours on 11, 13; total paid, \$43.31.

"R. Davy, man and team: April 1, 2, $\frac{1}{2}$ on 3, 6 to 10, 12 to 15, 27, 28, $\frac{1}{2}$ on 29; total paid, \$101.50.

"S. Patula, man and team: April 1, 2, $\frac{1}{2}$ on 3, 6 to 9, 12 to 15, 26, 27, $\frac{1}{2}$ on 28, 29; August, $\frac{1}{2}$ on 2; total paid, \$105.12.

"A. L. Zettergreen, man and team: April 13 to 15; May, $\frac{1}{2}$ on 14; total paid, \$25.37.

"S. Cuddy, man and team: June 11; October, $\frac{1}{2}$ on 1, 2; November, $\frac{1}{2}$ on 6; total paid, \$21.75.

"Bridges.—L. O. Zettergreen, foreman: August 6, 7, 9 to 14, 16, 17, $\frac{1}{2}$ on 18, 19, $\frac{1}{2}$ on 20, 21, 23 to 26, 30; September 1, 2, 7 to 14, 16, 17, $\frac{1}{2}$ on 18, 19, $\frac{1}{2}$ on 20, 21, 23 to 26, 30; October 1, 4, 8, $\frac{1}{2}$ on 9; December 1, 2; total paid, \$225.

"F. Ritche, labourer: May, 2 hours on 3, 2 hours on 9; November, $\frac{1}{2}$ on 6; total paid, \$3.50.

"A. Makella, labourer: August 6, 9 to 14, 16, 17, 2 hours on 18, 19, $\frac{1}{2}$ on 20, 21, 23 to 25, $\frac{1}{2}$ on 26, 30; September 1, 2, 7 to 11, 13, $\frac{1}{2}$ on 14, 16 to 18, 20, $\frac{1}{2}$ on 21, 23 to 25, 27, 29, 30; October 1, $\frac{1}{2}$ on 4; total paid, \$127.75.

"Wm. Elson, labourer: August 6, 9 to 14, 17; total paid, \$28.

"S. Cuddy, labourer: August, $\frac{1}{2}$ on 30; September 8 to 10, 23 to 25; December, $\frac{1}{2}$ on 1; total paid, \$24.50.

"R. Davy, labourer: September 10, 11, 13, $\frac{1}{2}$ on 14, 17, 18, 20, $\frac{1}{4}$ on 21, 23 to 25, 27, 29, 30; October 1, $\frac{1}{2}$ on 4; December, $\frac{1}{2}$ on 1; total paid, \$49.87.

"F. Stevenson, labourer: September 11, 13, $\frac{1}{2}$ on 14, 17, 18, $\frac{1}{4}$ on 21, 23 to 25, $\frac{1}{2}$ on 29, 30; total paid, \$32.37.

"A. L. Zettergreen, labourer: December 2; total paid, \$3.50.

"A. Gray, labourer: December, $\frac{1}{2}$ on 1, 2; total paid, \$5.25.

"S. Patula, man and team: August 11 to 14, 17, $\frac{1}{4}$ on 18, 19, $\frac{1}{2}$ on 20, 21; September, 12 hours on 1, 12 hours on 2, 4 hours on 7, 8 hours on 8; total paid, \$88.82.

"S. Cuddy, man and team: August, $\frac{1}{2}$ on 30; total paid, \$3.62."

Mr. *Coventry* asked the Hon. the Minister of Public Works the following questions:—

1. During what periods was the Island Highway closed during 1924 and 1925 between Victoria and Duncan?
2. What reasons caused the closing of the said Island Highway in each of the said years 1924 and 1925?
3. When the said highway is closed, what route must be used in coming from Duncan to Victoria, and vice versa?
4. Does the closing of the highway divert traffic to the highways of the Saanich Municipality?
5. What information has the Public Works Department as to the number of cars carried by the Mill Bay Ferry during the years 1924, 1925, and 1926?
6. What additional amount of money (if any) was paid to Saanich Municipality on account of traffic diverted by way of Mill Bay Ferry to Verdier Avenue and the West Saanich Road in the years 1924, 1925, and 1926?
7. What was the cost of repairs to the Island Highway from Duncan south during the years 1920, 1921, 1922, 1923, 1924, 1925, and 1926?
8. What reasons induced the Government to construct the ferry-slips used in connection with the Mill Bay Ferry?
9. Has any report been made or submitted to the Hon. the Minister of Public Works, or the Department of Public Works or any person or persons employed by the Public Works Depart-

ment, giving estimates of the saving to be made by closing the Island Highway from Mill Bay south during the winter period?

10. Who requested the Mill Bay ferry-slips to be constructed, and when?

The Hon. Dr. *Sutherland* replied as follows:—

"1. At no period was whole highway closed between Victoria and Duncan. Certain sections were closed at following dates:—

"1924: Goldstream Road to Mill Bay closed from January 9th until February 1st; Goldstream Road to Mill Bay closed from February 13th to 19th; end of Langford pavement to junction of Malahat Drive and Mill Bay Road closed from April 28th, and Malahat Drive from Goldstream to Mill Bay closed from 6 a.m. May 5th to 5 p.m. May 16th; the Malahat-Indian Reserve to Mill Bay Ferry Landing, Mileage 23 to 25, closed from November 6th until 12th; portion of Malahat from Finlayson Arm Road to Mill Bay Ferry closed from 6 a.m. Thursday, December 4th, until December 22nd.

"1925: Island Highway from north end of Langford pavement to junction of Malahat Drive and Miller Road closed from 6 a.m. April 29th to 6 a.m. May 2nd; Miller Road at Goldstream to Road Camp at Summit Road closed from 6 a.m. May 4th to May 13th.

"2. During application of bituminous surfacing and in winter on account of heavy snowfall.

"3. Depends on which section is closed: various detours available as under: (a.) Section closed, Goldstream Road to Road Camp at Summit Road end; detours, Old Trunk Road and Mill Bay Ferry. (b.) Section closed, Road Camp to ferry-slip at Mill Bay; detours, Old Trunk Road, Summit Road, Shawnigan Cross-road, and Ferry. (c.) Section closed, Ferry-slip to Shawnigan Cross-road; detours, Old Trunk Road and Summit Road. (d.) Section closed, Shawnigan Cross-road to Cobble Hill; detours, Old Trunk Road and Summit Road. (e.) Section closed, Cobble Hill to Duncan; detours, various side-road detours. Ferry not affected.

"4. To some extent for short periods.

"5. Ferry opened October 6th, 1924. From October 6th, 1924, to September 30th, 1925, 17,500 cars, all classes, exclusive of bicycles. From October 1st, 1925, to September 30th, 1926, 16,500 cars. Decrease due to mild winter, 1925-26, and good condition of Malahat.

"6. West Saanich Road and Verdier Avenue being classified as secondary highways, Government contributes 40 per cent. of cost of maintenance to the Saanich Municipality.

"7. 1920-21: Maintenance, \$10,922.59; reconstruction, widening, etc., \$20,026.43. 1921-22: Maintenance, \$11,086.25; reconstruction, widening, etc., \$2,563.33. 1922-23: Maintenance, \$9,546.54; reconstruction, widening, etc., \$8,345.18. 1923-24: Maintenance, \$11,308.62; reconstruction, widening, etc., \$3,243.18. 1924-25: Maintenance, \$7,083.67; tarviating, etc., \$17,176.98. 1925-26: Maintenance, \$4,501.55; tarviating, etc., \$23,843.88. 1926-27: Maintenance, \$4,670.65; tarviating, etc., \$31,263.33.

"8. Persistent requests from public bodies in Victoria and vicinity.

"9. Yes.

"10. Public bodies in Victoria and vicinity at frequent periods prior to construction."

Mr. *Poolcy* asked the Hon. the Minister of Public Works the following questions:—

With reference to what is known as the Tierney Contract, Cariboo Road:—

1. What were the original estimated quantities of solid rock, loose rock, earth, and hard-pan?
2. What were the revised quantities?
3. What necessitated the revisions?
4. What were the final quantities?
5. If length was changed, what was the length of the change?

The Hon. Dr. *Sutherland* replied as follows:—

"1. *Excavation*.—Estimated quantities based on preliminary location: Solid rock, 14,565 cubic yards; loose rock, 19,850 cubic yards; hard-pan, 5,200 cubic yards; earth, 20,800 cubic yards.

"*Borrow*.—Solid rock, 1,300 cubic yards; loose rock, 1,950 cubic yards; hard-pan, 650 cubic yards; earth, 2,600 cubic yards.

"2. *Excavation*.—Quantities calculated from cross-sections previous to carrying out the work: Solid rock, 38,900 cubic yards; loose rock, 20,400 cubic yards; hard-pan, 10,000 cubic yards; earth, 15,100 cubic yards.

"*Borrow*.—Solid rock, 2,800 cubic yards; loose rock, 2,800 cubic yards; hard-pan, 2,800 cubic yards; earth, 2,800 cubic yards.

"3. Contract was let on preliminary location, in which, with a view to securing improved bridge-sites, avoiding undesirable interferences with the railway, improvements to alignment and grades, etc., it was deemed advisable to make several revisions.

"4. *Excavation*.—Quantities based on actual measurements on final location taken during progress of work: Solid rock, 58,753.8 cubic yards; loose rock, 26,087.3 cubic yards; hard-pan, 7,981.8 cubic yards; earth, 31,455.3 cubic yards.

"*Borrow*.—Solid rock, 5,990 cubic yards; loose rock, 702 cubic yards; hard-pan, 340 cubic yards; earth, 471 cubic yards.

"NOTE.—The increase in quantities is largely accounted for by the substitution of permanent work for trestle.

"5. Length increased 1.02 miles, due to Yale diversion and connecting on to old road."

Mr. *Pooley* asked the Hon. the Minister of Public Works the following questions:—

1. What contracts were awarded to A. B. Palmer & Co. in connection with the construction of the Cariboo Road through the Fraser Canyon, including bridges and all incidentals?
2. What were the contracts awarded to Tierney & Co. over the same project?
3. What was the nature of the contracts in each case?
4. What was the tender in each case?
5. What has been the actual cost to the Government of the work in each case?
6. Have any other contracts been awarded for the road-construction? If yes, to whom and covering what work?
7. What was the mileage in each contract?
8. Was any work of any nature sublet by either of the above-named contractors?
9. If so, what portion of the contract was sublet, and to whom, and at what figure?
10. What was the amount of each contract?
11. If the work was on a unit basis, what was the unit price to the main contractors and what was the unit price to the stationmen or sub-contractors in each case?
12. Do any of the contracts to either A. B. Palmer & Co. or to Tierney & Co. require the consent of the Minister before any of the work can be sublet?
13. If yes, did the Minister give his consent in any case?
14. If so, what cases?
15. Was the consent in writing?
16. If not, how was it given?

The Hon. Dr. *Sutherland* replied as follows:—

"1. (a) Construction of highway from Alexandria Bridge to Boothroyd Indian Reserve, about 24½ miles on revised location; (b) construction of concrete piers and towers and anchorages for Alexandria suspension bridge.

"2. Construction of highway from the town of Yale to Alexandria Bridge, about 14½ miles on revised location and extension of 4 miles west of Yale.

"3. Answered by Nos. 1 and 2.

"4. Highway-construction tenders. See answers of the Minister, December 11th, 1925, Journals, page 127. Alexandria Bridge piers and towers, \$29,872; anchorages, \$14,011.50.

"5. Amount paid Palmer: Road-construction, \$893,532.92; gravelling, 42¾ miles, \$63,471.05; extras, \$3,712.93; total paid Palmer for road-work, \$960,716.90. Amount paid Palmer: Alexandria Bridge piers and towers, \$29,646.34; anchorages, \$17,781.43; total paid Palmer on Alexandria Bridge piers, etc., \$47,427.77. Amount paid Tierney: Road-construction, \$270,122.28; plus extension of contract, \$30,139.54; extras, \$2,054.60; total paid Tierney, \$302,316.42.

"6. Yes. Raymond Leighton, Tilton Creek Diversion, 0.56 mile, \$31,939.30. Also McCharles & McDougall, Stoyoma and Anderson Creek Bridges, \$18,051.05.

"7. See answers to Nos. 1 and 2.

"8 to 10. No recognized sub-contracts let.

"11. Unit basis; copies of contracts are available and can be seen in Public Works Department. No recognized sub-contracts let.

"12. Yes.

"13. No.

"14 to 16. See answer to No. 13."

Mr. *Brahn* asked the Hon. the Minister of Agriculture the following questions:—

1. How much was loaned to farmers throughout the Province under the "Agricultural Credits Act" up to September, 1916?
2. What rate of interest was charged?
3. How much was loaned to farmers throughout the Province in 1926 under the Land Settlement Board?
4. What rate of interest was charged?

The Hon. Mr. *Barrow* replied as follows:—

- "1. Twenty-five loans authorized for \$47,000; amount actually paid out up to September, \$2,280.
- "2. 6½ per cent.
- "3. Fifty loans for \$33,500.
- "4. 7½ per cent."

Mr. *Jones* asked the Hon. the Minister of Agriculture the following questions:—

1. What amount of money has been expended by the Government on the Christian Ranch, Kelowna, up to January 1st, 1927, including cost of lands, development and other expenses, with interest included?
2. Has any acreage been sold? If any, how much? What cash has been received for same?
3. If no acreage has been sold, what plan for disposing of same has been decided upon?

The Hon. Mr. *Barrow* replied as follows:—

- "1. \$56,562.19 (no interest charged).
- "2. None.
- "3. No sale plan decided upon. At present under two-year lease."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. to-morrow.

And then the House adjourned at 5.48 p.m.

Tuesday, February 8th, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of Mr. *Creery*, the debate was adjourned to the next sitting.

The House resumed the adjourned debate on the motion moved by Mr. *Coventry* on January 25th relating to the tariff on eggs and other farm products.

On the motion of Mr. *Jones*, the debate was adjourned to the next sitting.

The House resumed the adjourned debate on the motion moved by the Hon. Mr. *Oliver* on January 28th relating to certain lands conveyed by the Province of British Columbia to the Dominion of Canada in connection with the construction of the Canadian Pacific Railway; and on the amendment thereto moved by Mr. *Twigg* on February 2nd.

On the motion of Mr. *Davie*, the debate was adjourned to the next sitting.

With the leave of the House, on the motion of the Hon. Mr. *Oliver*, seconded by the Hon. Dr. *Sutherland*, it was *Resolved*,—

That the Select Committee of the House appointed on the 31st day of January shall have power to sit during the sittings of the House, power to send for persons, papers, and records, and power to report from time to time as the Committee may deem wise.

On the motion of Mr. *Hayward*, Bill (No. 40) intituled "An Act to amend the 'Civil Service Act'" was introduced, read a first time, and *Ordered* to be read a second time at the next sitting.

Mr. *Woodward* asked the Hon. the Premier the following questions:—

1. Is it the intention of this Government to introduce any new legislation dealing with the Pacific Great Eastern Railway this Session?

2. Does this Government realize the fact that time is speeding on and the citizens of this Province and taxpayers are anxiously waiting information as to the future policy of this Government in reference to any further expenditure of money on the Pacific Great Eastern Railway?

3. Can we, the representatives of this Legislature, have this information on or before noon, Thursday, the 10th?

The Hon. Mr. *Oliver* replied as follows:—

"1. This is receiving consideration.

"2. Yes.

"3. Answered by Nos. 1 and 2."

Mr. *Catherwood* asked the Hon. the Minister of Finance the following questions:—

1. Were any Civil Servants' salaries increased from April 1st, 1926, other than those provided for in the 1926-27 Estimates?

2. If so, give list of names, with increases in each case.

3. Were any bonuses granted to any Civil Servant during same period?

4. If so, give list of names, with amount of bonus in each case?

The Hon. Dr. *MacLean* replied as follows:—

"1. Yes.

"2. Name, position, office, amount, date of increase, and reason as follows:—

"*Agriculture*—

Andrews, W. T.; Chief Clerk and Accountant; General; \$8.33; 1-4-26; adjustment.

Pearson, C. P. L.; Clerk; General; \$8.33; 1-4-26; adjustment.

Stewart, G. H.; Statistician; Statistics; \$8.33; 1-9-26; adjustment.

"*Attorney-General*—

Fawcett, V. C.; Deputy Registrar; S.C.C., Nanaimo; \$25; 1-9-26; promotion.

"*Finance*—

Harrison, F. H.; Travelling Auditor; Audit; \$10; 1-6-26; promotion to senior position.

Dickinson, W. H.; Junior Clerk; General; \$5; 1-5-26; \$420 to \$480, transfer and promotion.

McHaffie, S. D. D.; Accountant; Comptroller and Audit; \$8.33; 1-4-26; adjustment.

Tyrer, A. S.; Travelling Auditor; Comptroller and Audit; \$10; 1-6-26; promotion to senior position.

Larsen, S. T.; Supervisor Assessors; Surveyor of Taxes; \$25; 1-1-27; promotion to Supervising Assessor.

McBrady, D. J.; Audit Clerk; Surveyor of Taxes; \$10; 1-11-26; reorganization, promotion.

McLellan, A. L.; Auditor; Surveyor of Taxes; \$25; 1-11-26; reorganization, promotion.

Marshall, G.; Auditor; Surveyor of Taxes; \$34; 1-5-26; reorganization, promotion.

Proffitt, Miss D.; Stenographer; Golden; \$15; 1-9-26; transferred from Victoria.

Little, E. F.; Assessor and Collector; Lillooet; \$18.33; 1-1-27; promotion.

Cottle, J. J.; Deputy Assessor and Deputy Collector; Nanaimo; \$25; 8-7-26; promotion.

Power, Miss M. G.; Clerk-Stenographer; Penticton; \$2.50; 12-7-26; promotion.

Hopkins, Miss G.; Stenographer; Vancouver; \$2.50; 1-7-26; adjustment, promotion.

Fraser, Miss L. D.; Clerk-Stenographer; Vancouver; \$5; 1-7-26; adjustment, promotion.

Astell, Miss A. E.; Clerk-Stenographer; Vancouver; \$5; 1-7-26; adjustment, promotion.

Brown, N. R.; Assessor; Vernon; \$5; 1-1-27; transfer, promotion.

Limmer, Miss A. E.; Stenographer; Victoria; \$7.50; 1-10-26; adjustment.

Melton, R. W.; Clerk; Lillooet; \$5; 1-4-26; promotion.

Lewis, D.; Temporary at Nanaimo; \$8.34 (extra allowance while at Nanaimo).

“*Lands*—

Cathcart, H.; Superintendent of Lands; Lands Branch; \$20; 1-12-26; added duties.
 Marriott, E. G.; District Engineer; Water, Victoria; \$25; 1-12-26; promotion.
 Orchard, C. D.; Assistant District Forester; Nelson; \$10; 15-9-26; promotion.
 Byers, W.; Supervisor; Vancouver; \$8.34; 1-4-26; promotion.
 Lang Muir, W.; Supervisor, L. Scalers; Prince George; \$10; 1-4-26; promotion.
 Polley, J. L.; Junior Clerk; Vancouver; \$5; 1-8-26; promotion.

“*Mines*—

Whittaker, D. E.; P.A. and Public Analyst; Bureau; \$15; 1-4-26; additional duties, soil-analysis, Lands Department.
 Adams, J. B.; Laboratory Assistant; Bureau; \$5; 1-4-26; additional duties, soil-analysis, Lands Department.

“*Provincial Secretary*—

Cree, Mrs. M. R.; Clerk; Library; \$5; 1-8-26; reorganization, additional duties.
 Bishop, A. G.; Junior Clerk; Public Library A.; \$2.50; 27-9-26; promotion.
 Dixon, Miss V. M.; Stenographer; Civil Service Commissioner; \$5; 1-12-26; promotion.

“*Public Works*—

Edwardson, H. W.; Assistant Accountant; Accounting; \$15; 1-7-26; reorganization and promotion.
 Hughes, D. C.; Senior Clerk; General; \$10; 1-4-26; reorganization and promotion.
 Duncan, G. M.; Chief Draughtsman; Draughting; \$5; 1-9-26; adjustment.

“3. No.

“4. Answered by No. 3.”

Mr. *Hayward* asked the Hon. the Minister of Finance the following questions:—

1. Does the Government carry as a current asset an item of accounts receivable amounting to \$575,799.77 called “timber royalty and stumpage”?
2. If so, is this an increase over the amount carried under the same heading as at March 31st, 1925?
3. What percentage of the amount carried as at March 31st, 1925, has been collected?
4. What amount was added under this heading for the twelve months between March 31st, 1925, and March 31st, 1926?
5. What percentage (if any) of the amount carried as at March 31st, 1925, has been written off or been deducted as uncollectable?

The Hon. Dr. *MacLean* replied as follows:—

- “1. Yes. See Public Accounts, page N viii., 1925-26.
- “2. Yes, by \$6,978.07.
- “3. 95.77 per cent.; that is, \$544,763.02.
- “4. See No. 2.
- “5. One-ninth of 1 per cent. (\$615.21), largely due to deaths.”

Mr. *W. A. McKenzie* asked the Hon. the Minister of Finance the following question:—

What sum of money has been collected from April 1st, 1926, to December 31st, 1926, from the following sources: (a) Gasolene-tax; (b) amusements-tickets tax; (c) poll-tax?

The Hon. Dr. *MacLean* replied as follows:—

- “1. (a) \$558,955.69; (b) \$193,722.26; (c) \$105,415.”

Mr. *Peck* asked the Hon. the Minister of Finance the following questions:—

1. What is the amount of school taxes collected in the Sidney School District?
2. What is the amount of school taxes collected in the North Saanich School District?
3. What is the amount of school taxes collected in the Deep Cove School District?

The Hon. Dr. *MacLean* replied as follows:—

- “1. Amount voted, \$4,000; amount levied, \$4,409.13; amount collected, \$3,509.31.
- “2. Amount voted, \$3,000; amount levied, \$3,395.38; amount collected, \$2,960.69.
- “3. Amount voted, \$800; amount levied, \$919.15; amount collected, \$697.99.

“In submitting the above answers I would point out, in view of no year being specified, we have dealt with the levies and collections on the 1926 assessment roll.

"It should also be borne in mind the ratepayers of the school district decide as to the amount which shall be raised for school purposes. The school secretary's certificate is given the Assessor, who proceeds to strike his rate and levy pro rata on the properties in the school district.

"The difference in the amount voted and the amount levied is brought about through the Act allowing the Assessors to exceed the sum voted by 15 per cent. to cover cost of collection, etc.

"It is needless for me to add we are simply a collecting agency, as the School Board obtains from the Treasury the amount voted in quarterly instalments paid in advance."

Mr. Jones asked the Hon. the Minister of Lands the following questions:—

1. What has been the total sum of money expended on the Southern Okanagan Land Project up to January 1st, 1927, including purchase of lands, developments, irrigation, and cultivation, together with interest on all moneys invested?

2. What is the total acreage under the irrigation system?

3. What has been the total acreage of lands sold up to January 1st, 1927?

4. What was the total value of lands sold?

5. What was the total amount of rebates given the purchasers of lands in this project, principal and interest, up to January 1st, 1927?

6. What are the arrears of payment (if any) with interest up to January 1st, 1927?

7. What has been the total cash received from: (a) Sales of land; (b) sales of lots in town-sites, up to January 1st, 1927?

The Hon. Mr. Pattullo replied as follows:—

"1. \$3,237,200.50 principal; interest approximately \$1,028,000.

"2. Approximately 13,000 acres.

"3. 2,483.32 acres sold and 692.82 acres leased.

"4. \$359,257.72 after adjustments made, which does not include leased land.

"5. See page 12, Journals, 1925.

"6. No arrears of purchase price except in case of 1-acre lots and town lots. Total arrears on 1-acre lots, including interest to January 1st, 1927, \$4,101; amount of arrears on town lots, including interest to January 1st, 1927, \$3,977.49.

"7. Amount received for principal only to January 1st, 1927: (a) \$128,648.14; (b) \$19,695.94."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. to-morrow.

And then the House adjourned at 6 p.m.

Wednesday, February 9th, 1927.

HALF-PAST TWO O'CLOCK P.M.

Prayers by Mr. Speaker.

Mr. Perry presented the Thirteenth Report of the Select Standing Committee on Private Bills and Standing Orders, as follows:—

REPORT No. 13.

LEGISLATIVE COMMITTEE ROOM,

February 8th, 1927.

MR. SPEAKER:

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

That the Rules be suspended for the purpose of enabling the Fraser Bridge Company, Limited, to present a petition for leave to introduce a Private Bill for the construction of a toll-bridge over the Fraser River at or near Ladner, B.C.

All of which is respectfully submitted.

H. G. PERRY, *Chairman*.

The report was read and received.

The Rules were suspended and the report adopted.

Mr. *Paterson* presented a petition from the Fraser River Bridge Company, Limited, for leave to introduce a Private Bill for the purpose of enabling the petitioner to construct a toll-bridge across the Fraser River near Ladner, and for other powers.

Mr. *I. A. Mackenzie* presented a petition from the Ladner Bridge Company, Limited, for leave to introduce a Private Bill for the purpose of enabling the petitioner to construct a bridge across the Fraser River near Ladner, and for other powers.

On the motion of Mr. *I. A. Mackenzie*, the Rules were suspended and the petitions received. Order for Committee of Supply called.

The House resumed the adjourned debate on the motion "That Mr. Speaker do now leave the chair" for the purpose of going into Committee of Supply.

On the motion of Mr. *Davie*, the debate was adjourned to the next sitting.

Bill (No. 51) intituled "An Act authorizing the Corporation of the City of Victoria to acquire the Assets and Undertakings of the Sooke Harbour Water Company, Limited, and repealing an Act entitled 'An Act to ratify and confirm an Agreement between the Corporation of the City of Victoria and Sooke Harbour Water Company, Limited, bearing Date the Thirtieth Day of October, 1912'" was read a third time and passed.

The Report on Bill (No. 55) intituled "An Act to validate certain By-laws of the Municipality of South Vancouver" was adopted.

Third reading at the next sitting.

Bill (No. 19) intituled "An Act respecting Savings and Loan Associations" was again committed.

Reported complete with amendments.

Report to be considered at the next sitting.

On the motion of the Hon. Mr. *Manson*, the Order for the third reading of Bill (No. 29) intituled "An Act to amend the 'Administration Act'" was discharged and the Bill recommitted.

Reported complete with amendments.

With the leave of the House the Report was adopted.

Bill read a third time and passed.

The House resumed the adjourned debate on the second reading of Bill (No. 25) intituled "An Act to amend the 'Forest Act.'"

On the motion of Mr. *McPherson*, the debate was adjourned to the next sitting.

Bill (No. 31) intituled "An Act to amend the 'British Columbia University Act'" was read a second time.

To be committed at the next sitting.

Bill (No. 34) intituled "An Act to confirm certain Surveys relating to Railway Subsidy Lands repurchased by the Crown" was read a second time.

To be committed at the next sitting.

Bill (No. 17) intituled "An Act to amend the 'Engineering Act'" was read a third time and passed.

The Report on Bill (No. 3) intituled "An Act respecting Tug-boat Men's Liens for Towage" was adopted.

Bill read a third time and passed.

Mr. *Schofield* asked the Hon. the Minister of Public Works the following questions:—

With reference to answers to question relating to J. E. Clarke which appear in the Votes and Proceedings of February 2nd, 1927:—

1. What is the date of Clarke's appointment as Assistant Engineer?

2. When did the former Assistant Engineer resign, if he did resign, and for what reason?

The Hon. Dr. *Sutherland* replied as follows:—

"1. Acting Assistant District Engineer from July 4th, 1926; Assistant District Engineer from December 1st, 1926.

"2. Transferred to office staff."

Mr. W. A. McKenzie asked the Hon. the Minister of Public Works the following questions:—

1. Has the Brookmere-Hastings Ranch Road in the Yale Riding been completed? If so, when?

2. If not, what is estimated cost to complete?

3. What is the total mileage of said road?

4. What has been total cost as at December 31st, 1926?

The Hon. Dr. Sutherland replied as follows:—

"1 and 2. Yes; October 21st, 1925.

"3. 10.49 miles.

"4. \$20,916.48."

Mr. Jones asked the Hon. the Minister of Agriculture the following questions:—

1. How many sheep were reported as killed by dogs during the year ended December 31st, 1926?

2. How many claims, and the amount of same, have been made under the "Sheep Protection Act" during 1926?

3. What amount was paid to sheep-owners?

4. What amount of money was raised under the "Sheep Protection Act" by way of dog-taxes?

The Hon. Mr. Barrow replied as follows:—

"1. To Provincial Department of Agriculture, 42.

"2. Five claims, \$844.

"3. No payments made as yet; claims now under adjustment.

"4. For calendar year 1926, \$6,219."

Mr. Schofield asked the Hon. the Minister of Public Works the following questions:—

With reference to questions dealing with the purchase of houses for the Assistant District Engineers which appear in the Votes and Proceedings of February 2nd, 1927:—

1. When did the Government first adopt the policy of purchasing houses for the Engineers of the Public Works Department?

2. Are the Engineers for Comox and Lillooet Districts both married men with families?

3. What living accommodation was provided for the former Engineer for Comox District?

4. Was he a married man with family?

5. How long had he been employed as Assistant Engineer for Comox District?

The Hon. Dr. Sutherland replied as follows:—

"1. Not Government's policy to purchase houses, only in exceptional cases where no suitable accommodation is available.

"2. Yes.

"3 and 4. The Engineer preceding present Engineer resigned on account of lack of accommodation (married man with family).

"5. Two years and four months."

Mr. Schofield asked the Hon. the Minister of Public Works the following questions:—

1. Was J. P. Davies, clerk to District Engineer at 150-Mile House, retired October 31st, 1924, and allowed salary for month of November in lieu of notice?

2. Did the Department pay his expenses from 150-Mile House to the Coast? If so, what is the amount?

3. If Davies was retired October 31st, was he reinstated again January 1st, 1925?

4. Was Davies paid salary for December and were his transportation expenses paid from the Coast to 150-Mile House? If so, how much was salary and expenses respectively?

The Hon. Dr. Sutherland replied as follows:—

"1 to 4. See Votes and Proceedings, February 4th, page 10."

Resolved, That the House, at its rising, do stand adjourned until 2.30 o'clock p.m. to-morrow.

And then the House adjourned at 6 p.m.