

The long waited for development of the district however having at last commenced, there is no doubt that the railway will this year earn a considerable net revenue.

Now those whose money is at present invested in this line are in no way responsible for the unfortunate early history of the Company. They have kept the traffic going for many years in spite of having to provide for serious deficits and have not taken one penny out of the concern, but the whole of the earnings have been and still are being put into the line. And during the whole period there has not been a single accident on the railway of any consequence, a record of which any company might be proud.

They are not responsible for the slow development of the district served by the railway for,

It is not their fault that the Government in years gone by sold the rich timber limits along the line at low prices without imposing any obligations for their development. That consequently these limits have been held up for many years whereas had they been worked, this line from that source alone would have received enough traffic to make it a paying concern.

It is not their fault that all the splendid fishing rights have been sold or leased to a few rich men so that there is no inducement for sportsmen to come into the district.

It is not their fault that the line has to compete with a steamer subsidised by Government, so that in the summer it has had to share the traffic, but in the winter when the traffic is unremunerative while the subsidised steamer has been able to lay up, the railway has had to run in the public interest at serious loss.

That the district has reaped great benefit from the railway is evidenced when it is compared with the district eastwards, which until recently has had no railway serving it, and the people of Canada have already had the value of the Government subsidies many times over whereas the owners of the railway have up to now only suffered grievous loss.

Our manager, Mr. Chas. R. Scoles, assures us that if we can find the necessary money to carry out the requirements of the Railway Commission we shall at once have a net revenue more than sufficient to pay the interest on the necessary capital expenditure.

It is most earnestly submitted that this is clearly not a case for confiscation but for Government help, both in the interest of the district served, and in fairness to the unfortunate investor who is now within measurable distance of reaping some reward after waiting so long.

I have the honour to be, Sir,

Your obedient servant,

E. B. READ,
President.

To the HON. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Canada.

Senator LOUGHEED.—Does Mr. Read seem to assume that this is new legislation?

Mr. ARMSTRONG (Chairman).—Evidently so.

Senator LOUGHEED.—This section 161 was passed in May, 1911; it is the old law; the phraseology is slightly changed, that is all.

Mr. ARMSTRONG (Chairman).—What is it you wish to do with these communications?

Senator POWER.—I think it is better to leave it until the clauses come up; there is no object in taking up the clauses now.