

1. The B. C. Legislature's Journals, 1903, on pages 39, and also on pages 164 to 174, where the Select Committee investigated the 'attempted Coal Land Steal' of 625,000 Acres in connection with the Columbia and Western Railway, in which Mr. Dan. D. Mann (who later became Mr. Wm. Mackenzie's partner) was mixed up with a B. C. Minister of the Crown who betrayed the interests of his Department, and played a discreditable part in machine politics."

2. The B. C. Legislature's Journals, 1905, pages 164 onwards, manifest crooked transactions during the time he was Chief Commissioner of Lands, in which **Mr. Dan D. Mann** was again concerned in efforts to secure the Land upon which the then projected Grand Trunk Railway was expected to locate its Terminus, anent which Mr. McBride vide page 164, declared **'The Department is not always absolutely bound by the Laws of the Country.'**

3. The B. C. Legislature's Journal, 1906, pages 117 onwards, record similar efforts made by interested parties to secure the present Prince Rupert Townsite.

Those disclosed to me how Ministers had become mixed in with Messrs. Mackenzie & Mann in the C. N. R. Deals—also why the public safeguards I drafted, as per Exhibit "A," for the guidance of B. C. Cabinet Ministers, were so significantly omitted from the C. N. R. Act—(and later from the P. G. E. Act).

THE C. N. R. GENERAL ELECTION, 25th NOVEMBER, 1909.

That danger caused me to give further consideration to the matter, and expand my Memo "A" to the 51 clauses by adding the dark typed print. That document I again personally addressed to each then remaining Minister on the 16th of November, 1909, because the General Election was on the way for securing on 25th November, 1909, the deluded public endorsement of the agreement demanded by Mackenzie and Mann's wiley attorney.

That corporation-needed endorsement of that fateful agreement made with Mackenzie and Mann for the construction of the Canadian Northern Pacific Railway, and especially the guarantee of its heavy bondage, was the prime purpose of that deplorable election.

It was unmistakably deplorable in many ways, as I found out by watching the astounding audacity with which it was carried over the heads of the people. The methods used forced me to very reluctantly lower my opinions of Messrs. McBride and Bowser, who went about stump-orating to the misguided electors "that the bringing in of these railways would DOUBLE **"THE PRICE OF REAL ESTATE."** Electors were told "to get in, boys, on the city lots and acreage adjoining the projected railways, as they would never again have such another **"opportunity."**