

of railway is no private affair of the men who for the time being happen to form the Government. It is public business, and the representatives of the people have a right to know what are the facts. The Government tried to suppress the facts, and though compelled to disclose them, the disclosure was at a time and in a manner that left the House very little wiser than it was before. The representatives of the people having had no chance to pronounce upon the offer of the V., V. & E., the people themselves must consider it.

The only criticism which Mr. Eberts ventured to make to the V., V. & E. offer was based upon the fact that it provides for a line that shall begin at Cascade, while the Loan Bill only subsidizes a line as far East as Midway. If Mr. Eberts had read Messrs. Bodwell & Duff's letter to the House, the reason for the request that the subsidy should extend as far as Cascade would have been clear. To carry out the plans of the V., V. & E., it is absolutely necessary to build as far east as Cascade. If the line stops short of this, there will be no Eastern connection, and Vancouver will be deprived of what it needs so much—a line to the East in competition with the Canadian Pacific. If this City is ever to become the great terminal point which its position on the Coast will enable it to become, it must have more than one railway from the East. It must have competition as Seattle has. It is therefore the interest of Vancouver to have the Coast-Kootenay line built to Cascade and not to stop at Midway. Besides all this, the country through which the line from Midway to Cascade will run is a valuable one and needs railway communication. It cannot be served by any existing line, and if the C. P. R. is allowed to build to the Coast, will

have to remain without railway connection until it is afforded by a line from the State of Washington. No opportunity was given to any one to lay these facts before the House, which voted on the question absolutely in the dark on these most essential features of it.

Why were this offer and letter kept back until the very last moment and then only brought forward because Mr. Eberts was forced to do so by the rules of the House? The public will not need to be told why. They will conclude that the Government wanted to keep the House in ignorance of the fact that a company stood ready to build the line on the terms, hard as they are, offered by the Government, provided only that provision was made that the contract would not keep them out of the Dominion subsidy.

Many are drawing the conclusion from the above facts that Mr. Dunsmuir, for some reason that he has not seen fit to disclose, has resolved to prevent the building of the V., V. & E. railway or any line whatever from the Coast to Kootenay until it suits the convenience of his very good friends the C. P. R. He repeats over and over and over again that he wants to make the best bargain he can for the Province, but he either wilfully or ignorantly shuts his eyes to the fact that the public regard a competing line to the Interior and the East as the most essential part of any bargain he may make. He had only to have said the word and work would have been even now begun on such a line, but for reasons, as to the nature of which the public are kept wholly in the dark, he has refused to speak it, and the prosperity of the whole country has received a set-back—Vancouver World.