

ROADS.

17. "The great importance of good roads should never be lost sight of, as railways can never supersede them; indeed the progress of inventions indicate the strong probability of oil-driven motors and road conveyances propelled by electric accumulators becoming exceedingly useful for British Columbia—hence the same care and economy should be exercised in constructing easy graded new roads by contract as on railway construction."

18. "Some valleys which are already supplied by roads and only have small agricultural populations, may reasonably be required to wait whilst the larger northern valleys which have no roadways are furnished with the canalization of their rivers, or 'light railways' to be fed by auto-trucks to facilitate the settlement of the Province."

RAILWAYS.

19. "One highly practical reason why the Government should give reasonable facilities and guarantee the interest on the shares in suitable cases, is, that the advent of a Railway means large Government economies in Road construction and maintenance—e.g., The Nicola Railway has practically abolished road transit between Nicola and Spence's Bridge."

20. "Any Government can get more out of Railways by treating them fairly than straining undue advantages, as a willing horse always works better than a driven one—and Railways when harassed by politicians can resort to very effective subterfuges through subsidiary companies and legal cover."

WHY THE GOVERNMENT SHOULD

ASSIST RAILWAY CONSTRUCTION.

21. "1st. To facilitate the development of the Province."

"2nd. British Columbia being a land of valleys, they dominate the normal course Railways would traverse, as it pays Railway companies far better to get a longer mileage rate by going ROUND a mountain chain, than spending heavily on tunnelling THROUGH it."

22. "But as freight transit and travelling have become a necessity, it is manifestly in the interest of British Columbians that their time and expense should be saved to them where practicable, therefore when it is advisable to pierce a mountain it is good for the Province to guarantee the increased capital required to tunnel, or to build larger or higher Bridges than it is in the interest of the Railway Company alone to provide."

"British Columbia would benefit far more by tunnelling through the Hope Mountain one mile even at the cost of twenty times the ordinary construction rate if they saved 19 miles as against going round, and the Company or Government could rightly be authorized to charge 20 miles for that one."

RAILWAY AND ROAD BRIDGES COMBINED.

23. "The wise policy of the Government providing or assisting to pay the cost of joint Road and Railway Bridges, as at New West-