

7th Street, No. 231. (Copy.)
 New Westminster, B. C., 3rd February, 1912.
 J. H. Hawthornthwaite, Esq., M.L.A.,
 Legislative Assembly, Victoria.

"B. C. Railway Policy" (re P. G. E.)

"Dear Sir,—"

"In view of impending legislation which may prove in some respects seriously detrimental to the best permanent interests of this Province, I enclose 2 copies of my memo.'s to the Executive Council, dated 16th October and 16th November, 1909—1 for yourself and the other for your colleague."

"From these you may see that before the Government brought down proposals to the Legislative Assembly, they were each provided with the information necessary to enable the Executive Council to adequately protect the best policy for future citizens of this great country.—You know the result."

"Whilst on the one hand I am anxious not to be brought into controversy with the Government, I feel in duty bound to do all in my power to prevent an extension of erroneous policy which seems to be developing around us the worst 'Trust System' attempted thus far."

"That memo. was freely given (without a cent of fee to me, as I never thought of anything therein but the welfare of B. C. citizens)—so that the Government had no claim upon me in the matter.—Yet they knew of my 30 years' experience as a Railway Expert and as the author of the standard publication on British railway rates, as per enclosed."

"Yours faithfully,"

"(Signed) MOSES B. COTSWORTH."

Will Mr. Hawthornthwaite say what he did to protect B. C. from the P.G.E. exploitation? The 1912 Journals indicate he let it pass.

The B. C. Legislative Journals for 1912 prove that not only was the P. G. E. Bill passed through all its stages in **four days**; but further during those same four days **five more railway bills were passed**—G. T. P.; Railway Subsidies; E. & N.; Kettle Valley; and C. N. P.—all railroaded through during day and night sessions.

Later, in final efforts to protect the taxpayers against such excessive drains upon the B. C. Treasury, I personally applied to both ex-Lieut.-Governor Dunsmuir and then Lieut.-Governor Paterson—but they were then too trammelled by the red-tape of office and precedents to safeguard more, though then Lieut.-Governor Paterson as an old Railway Contractor took the matter up personally with Premier McBride.

The Legislature was dissolved on 28th Feb., 1912.

Their general election on 28th March, 1912, endorsed the proposed P. G. E. Rly. through those whirlwind and bluffing tactics by which Mr. Bowser et al deluded the gullible electors.

It is because we need ample time and such full enquiry as was suggested in my Memo "A," before finally deciding upon a combined "Railway and Navigation Policy" suited to the needs of the great Peace River Country, with its immensely wide and deep ravines, so costly to bridge, but so suited for help by navigation, that I am now impelled to issue this pamphlet. Sections on next page, indicate grave transportation difficulties confronting that **half** of settlers who locate on non-railway side