

"decisions can be made in that direction, rough surveys should be made early, by practical men to ensure reliable knowledge of the "Unsurveyed Areas."

Had that sound advice been acted upon, a large portion of the money paid by the B. C. Government for construction on the C. N. P. and P. C. E. Railways could have been saved, as responsible Government engineers could thereby have provided information that would have enabled any honest government to have saved about \$20,000,000 of waste, from the McBride-Bowser Government's wide schema of railway construction.

BAR ADVANCES IN RAILWAY RATES.

51. "In all Railway Acts, a clause should be inserted debarring "the Company and any of its subsidiary shipping or other Companies "from advancing their rates of charges, except with the written consent of the Railway Commission. That consent would always be "obtainable in just cases, such as if the Seattle people tried to take "advantage of the restriction and unduly handicap the C. P. R."

"This is highly important as otherwise any Company can use its overwhelming power to cut rates and wipe out worthy competitors on the Rivers, Lakes, Seaboard, etc., to later resume unduly high rates which would cripple the industries of the people and retard the development of the Province."

Yours respectfully,

(Signed) MOSES B. COTSWORTHIL

NOTE—I respectfully submit that in face of the above, the fact of Messrs. McBride and Bowser (as Agents for the Province) inserting Clauses in Agreements with both the C. N. P. and the P. C. E. Railway Companies not to appeal to the Railway Commissioners, indicates that they had secret understandings with the Promoters of those Railway concerns, as indicated in my notes detailing conversation with the Hon. Capt. Tatlow—then British Columbia's able Finance Minister.—M. B. C.

NOTE the FOLLOWING SIGNIFICANT FACTS and DATES:—Memo. A. of 37 Clauses (quoted as Exhibit "A." in lighter type), was delivered to each member of the Executive, 16th October, 1909.

On 21st October the Hon. Capt. Tatlow (then Minister of Finance) and Hon. F. J. Fulton (Minister of Lands) both resigned office, because Messrs. Bowser and McBride had concluded the notorious C. N. P. Ry. DEAL with those arch-political manipulators and exploiters, Messrs. Mackenzie and Mann, conducted in the seclusion of Mr. Bowser's office as Attorney-General, WITHOUT ANY OF THOSE CONSPIRATORS EVER TAKING INTO THEIR CONFIDENCE THE OTHER SIX MINISTERS—Messrs. Young, Tatlow, Fulton, Taylor, Price Ellison and Carter-Cotton (the President of the Council).

Both those Ministers were aware (from conversation I had with them) of the fact that no Western Railway projected in either U. S. A. or Canada had been able to pay either Interest on Bonds or Dividend till many years after it began to carry freight and passengers.