

dir Pacific Railway gone that way it would have had to cross but one range of mountains of magnitude, whereas by the Kicking Horse it crosses three, and it is comparatively heavy hauling all the way. Major Rogers, the American engineer, was aware of the easiness of the Crow's Nest Pass, for he was furnished with full information on the subject, but he desired to make a name as a mountain climber, which accounts for the many crossings of the Kicking Horse River, the abnormal grade at Field, which the Government engineers have not yet accepted, and the fantastical "loop," which will have to be removed, and the line re-constructed. Had the Canadian Pacific Railway Company been able to avail itself of the Crow's Nest Pass route, there would not have been a British Columbia Southern Railway Company to sell its charter; there would have been no alienation and misappropriation of valuable lands; the coal beds would have been opened up years ago; the railway would have had an easy grade to the Coast; there would have been a large sum saved in the cost of construction; the richest and best portions of the country would have been opened up, and not only the Province, but the whole country, would have felt the benefit. But the Crow's Nest Pass was not taken. Mr. Van Horne had "no interests in that part of the country"; men of influence in the Provincial Government were allowed to acquire the coal lands without question, and men of "influence" in the east, supported by a leading newspaper, assisted in the diversion of these lands from public use. And these are not the only shortcomings of the political nondescripts who showed their incapacity in the Government of British Columbia, the late Hon. John Robson excepted. For building the Nelson extension the C. P. R. was given another large grant of land. The company could not find enough land to fill its bill in what is known as West Kootenay, so it went over into the Columbia-Kootenay Valley, in what is known as East Kootenay, and all through that valley it has section after section, timbered and otherwise, tied up until it be profitable to put them on the market.

Then there is the Kootenay Land Company. This company secured from the Provincial Government a charter to construct a canal connecting the head waters of the Kootenay River with the Columbia lakes, in which the Columbia has its rise, and providing unimpeded navigation from Golden, on the Canadian Pacific Railway, through to the Montana boundary. As a subsidy for the work the Provincial Government granted the company 30,000 acres of land, to be chosen as the company saw fit. The canal was constructed, and was in use one season. Concealed in ignorance and carried out with stupidity, it flooded land and threaten-

ed to turn the Kootenay River entirely into the Columbia, and destroy it as a navigable stream through 200 miles of its course in Canada. So the canal was abandoned. It is learned from the Golden "Era" that the lock is falling in; the gates are broken, and as a public work it is useless. But here is the chief evil of this job. Whoever drew up the agreement between the canal company and the Government culpably omitted to insert a revisionary clause, that, in the event of the company not providing a serviceable canal, the land should revert to the people. As it is, the company have possession of the finest land in Southern British Columbia, and the people have in exchange for this fair portion of their patrimony—a ditch; and to prevent the Kootenay River from breaking through into the Columbia, the people will have to fill in this ditch, and do other preventive work at their own expense. So between them, the Canadian Pacific Railway and the Kootenay Land Company own most of the choicest land, for, be sure, these people put their stakes only in what is the best, when there is a choice to be made. And East Kootenay is practically closed to the agriculturist until the proprietors can make money out of him.

A DECEIVED PROVINCE.

In view of the fact that British Columbia is largely a mining country, not an agricultural one—though by having the arable land under cultivation, and not gathered into the maw of cormorant companies, the wealth of the Province could be greatly augmented—it may be said that this loss is not much to the people. But what is to be the conclusion when the sale of the British Columbia Southern Railway charter and the alienation of the great coal deposits of the Crow's Nest Pass come to be considered? Gross deception has been practiced on the people of British Columbia. They were unable to protect themselves. But there came a time when the Dominion Government could have protected the people of British Columbia, and the people generally from imposition, not to use a harsher term. When the Canadian Pacific Railway came forward for ratification of the transfer of the B. C. S. charter for the Crow's Nest Pass Railway, a line which Sir William (then Mr.) Van Horne had no use for a decade ago, but now was anxious to secure, it was in the power of the Government to withhold assent, to have denounced the British Columbia Southern charter, driven off the monopoly, and itself constructed the line, as soon as it could have used the coal beds for that purpose. Disallowance of the charter and Federal assumption of responsibility for the construction of the railway would have met all requirements, prevented the shameful alienation of the coal lands, and relieved the people of the west, to some extent at least, from

the oppression and extortion which the C. P. R. monopoly has too long been allowed to practice. The Government was at first inclined to do this, was strongly advised to do this by independent men in the House, and an untrammelled and independent press outside of it, but the "Globe" and its backers managed to command enough power to prevent the Government from adopting a wise, just and equitable policy in this respect. It was the first great blunder of the Laurier Government, showing a weakness that admirers of it did not expect to see so early in the day. By this supineness the Government countenanced one of the greatest wrongs ever perpetrated in this country.

WHAT THE PARTIES TO THE BARGAIN GAVE.

British Columbia gave over three hundred thousand acres of the best coal land in the world, and the British Columbia Southern charter to the interests now represented in the Jaffray Company.

The C. P. R. gave a large sum of money to the interests now represented in the Jaffray Company for the charter without acquiring the coal lands which the British Columbia Legislature originally attached to that charter.

The Dominion of Canada, through its Government, gave away its opportunity of protecting the people of British Columbia; the Dominion of Canada, through its Parliament, afterwards gave the C. P. R. over \$3,000,000 to build a railway.

WHAT THE PARTIES TO THE BARGAIN GET.

Canada in return for \$3,000,000 gets fewer concessions than the C. P. R. could have been forced to yield as a matter of ordinary business policy; Canada also gets fifty thousand acres of British Columbia's own coal land, which the C. P. R. will either have to buy from the Jaffray Company with the country's own money, or receive as a gift.

The C. P. R. gets three hundred and thirty miles of railway, which can be worked to pay large dividends from the start. This line will be largely paid for with the country's three million dollars. A pretty good return for the sum paid by the C. P. R. to the interests now represented in the Jaffray Company as the price of the British Columbia Southern charter.

The Jaffray Company gets \$85,000, or whatever may be the price the C. P. R. paid for the British Columbia Southern charter; the Jaffray Company also gets whatever price the C. P. R. pay, out of the country's money for the restitution of a portion of British Columbia's coal lands. Finally, the Jaffray Company is in full enjoyment and possession of three hundred thousand acres of the best coal land in the world. This land was given to build