

the right efforts of Mr. Oliver, whom I learnt to so thoroughly trust that I gave my only son to his training as a practical farmer, and am thankful I did, because he worked his way thence by his own earnings through Guelph Agricultural College, and is now with a group of Guelph graduates helping to fire artillery on the Western Front.—Frankly Mr. Oliver became my steadfast friend, despite the well known fact that he during the 1908 session moved the resolution compelling me as a stranger to withdraw from the floor of the Legislature when, at Premier McBride's request, I was assisting the Hon. Dr. Young with the Public Service Act.

Fortunately the officials of the Grand Trunk Railway had to leave the floor also, thus I got to know them and was in 1911 enabled to ascertain the fact that they declined Premier McBride's bait to build the secret understanding with the McBride-Bowser Government—different from the contract scheduled in the 1912 Act.

That gives credence to the P. G. E. evidence of Contractor Welch recorded on pages 343 and 353, that Foley, Welch & Stewart had a secret understanding with B. C. ministers—different from the contract scheduled in the 1912 Act.

The excitement caused by the promises of doubling real estate values, speculation in acreage, etc., during that 1909 election, so inflated the boosting tendencies of the electors that till their delusive boom began to burst in 1912, they would not consider any suggestion of danger in that deluded "railway policy" of exploitation by Mackenzie and Mann through the Canadian Northern Pacific Railway and their array of subsidiary companies.

GENERAL ELECTION OF 1912 FOR P. G. E. RAILWAY.

But when the McBride-Bowser Government had been led by Mackenzie and Mann to let them leave the grazing areas of Cariboo unserved by the C. N. P. Rly. which was finally located, to come down the more barren North Thompson route, and those two designing ministers decided to try the more dangerous policy of casting for a further renewal of power by projecting the Pacific Great Eastern Railway as a separate company to be politically promoted through offering such delusive inducements to Messrs. Foley, Welch & Stewart to become both railway contractors and railway owners through the flotation of bonds guaranteed by the B. C. Government, I felt in duty bound to make another effort to safeguard B. C. citizens and bring them to concern themselves seriously, by writing my letter dated 3rd Feb., 1912, to the leaders of both opposition parties, while that draft legislation for the P. G. E. Rly. was being submitted to the people.

At that time the Opposition Members numbered 3—Messrs. Hawthornthwaite and Williams, two Socialists, while Mr. Brewster was the solitary Liberal. Therefore my main letter, in duplicate, was addressed to Mr. Hawthornthwaite, the Leader of the Opposition—as below, and a copy sent to Mr. Brewster, because, contrary to the repeated lies of a notorious politician, I had never then, nor have I ever since been a member of any political party—knowing that my duty was to vote and help whichever proved right on the chief measures of public benefit: