

on the bonds, if any, probably more than enough to build the railway. The \$12,000 cash subsidy from the Dominion Government is part of the Province's share of the railway aid she is entitled to, out of the revenue she has helped to contribute, having contributed in Customs duties alone \$10,612,828.56 for year ending March 31st, 1912.

It is claimed that the Provincial Government received the mandate of the people for the recent railway legislation. The fact is that the Government passed the legislation first and went to the people afterwards, and it must be regretfully admitted that very few of the electorate appreciated the burden that was being imposed on the Province, or had a clear understanding of the matter, and it is certainly quite clear they had no idea of the additional \$12,000 per mile cash subsidy. There was no mandate for that. It would appear the Railway Company has outwitted the Government.

It is clear that the Province is entitled to a fair share of the Railway Aid distributed by the Dominion Government. It is also quite clear that the Provincial Government should see that it is applied for the general benefit of the Province and not for any particular railway. It is also only fair to the people that they should have known of this additional aid to the Canadian Northern Pacific Railway. One peculiarity of this last aid is that it does not apply to the Island part of the railway. Why should the Island be neglected? It is quite clear there should be co-operation between the Dominion and Provincial Governments in the distribution of railway aid on a well defined plan of which the electorate should be well informed.

It is reasonable to assume that the Dominion will allot to each Province subsidies to railways with some measure of fairness. This being so, this rush work on railways by our Province will have the effect of depriving us of our share of subsidies, for at the rate we are going at, we shall build all the railways we shall require for many years in the next five years, or at all events, all we can afford to pay interest on.

The basis of all business rests on the population. We are doubling our railways. It will take many years to double the population: it has to bear some proportion to the country's capacity to absorb it. There are many interests to encourage and advance besides railways. It is submitted that thirty year contracts are too long in this era of rapid change. Motor transportation in that time may make railways an unprofitable investment.

We can only judge of the future by the past, and applied to railways, it does not open a very bright prospect. Take for example the Kaslo and Slocan.

The Kaslo and Slocan Railway was incorporated by Chap. 52, B. C. Statutes, 23rd April, 1892, for standard gauge railway, and received a land subsidy of 10,240 acres per mile, in blocks having a frontage on the railway of six miles by a depth of sixteen miles, alternating first one side of the railway and then the other, each selected being opposite a block not selected, to be surveyed within five years, and exempt from taxation for ten years, work to be commenced within one year.

By Chap. 60, B. C. Statutes, 11th of April, 1894, they were authorized to substitute a narrow gauge in place of a standard gauge.

By Chap. 41, B. C. Statutes, 11th of April, 1894, they were empowered to select other than lands along the railway in blocks of not less than one mile square throughout West Kootenay, but only to have half the area, and not more than 60,000 acres in all, plus free right-of-way 200 feet wide, sidings, station grounds, etc.

By Chap. 36, B. C. Statutes, May 8th, 1897, the time for designating and surveying land was extended.

What happened after all this manoeuvring and finessing, and after having their choice of lands. They sacrificed their land by selling at very low prices to avoid the taxes. Lands which they sold for a few dollars per acre, shortly afterwards sold for hundreds per acre. Mining becoming depressed, the road, it is presumed, became unprofitable, and a forest fire did considerable damage by burning the railway bridges.

It was rumored the Company sold the road to private parties for \$25,000, at all events they surrendered it, for the Government has agreed with the Canadian Pacific Railway to rehabilitate it as a broad gauge railway, for which they pay them One hundred thousand dollars. Had the Great Northern Railway Company, believed to be the real owners of the Kaslo and Slocan Railway, had any faith in that portion of British Columbia, they would not have sold their lands at sacrificial prices to escape taxes. They thought they were smart, when they were only foolish; for if they had held them a little longer, they would have paid handsomely. They are only partners with the Province when they win, and quitters when they lose.