

1886-7	\$130,000
1887-8	137,000
1888-9	139,000
1889-90	160,000
1890-91	181,000
1891-2	218,000
1892-3	249,000

Before going further, Mr. Brown said, he would read a few extracts from the reports of the Public Accounts Committee, which were official documents. After reading several of the statements made in the reports—relating to the using up by the Government, during the current year, of over a quarter of a million dollars of trust and special funds for general purposes, and other matters—the speaker said his audience would be at no loss to guess the condition of the Provincial treasury, and he proceeded to tell an amusing story about an Irishman and an Englishman with a bottle of “the craythur,” in illustration of the state of matters, the point of which was, if it’s nothing you are looking for, you’ll find it in the treasury. [Laughter and applause.] It would be observed that, in this matter of salaries, there was regular and rapid upward progress. He could not, of course, give the expenditure on account of these salaries for the current year, but the estimated amount was something over \$272,000. As he had already said, this included only the salaries of the gentlemen known as permanent Government officials.

Nakusp-Slocan Scheme Unravelled.

The Nakusp-Slocan matter was then taken up. In discussing this matter, said Mr. Brown, the Government had taken a course which was rather a favorite with them. They used a multitude of words, in order to confuse people. The matter was sufficiently simple for any man to exercise his judgment upon it. He proposed to discuss it under four headings: The difference between the first and second bargains; the statement about cost; the conduct of the Government in the matter; and the policy. As between the two bargains, it had to be borne in mind that it was impossible to tell how the railway would pan out as a commercial enterprise. If it paid, then, of course, the Province was relieved from responsibility. As a matter of fact, the attack made upon the scheme had not been directed to any great extent against the change of plan; but all

the defence was made on that point. This was another favorite dodge of the Government—to ignore the real point of attack, and blaze away about things which were merely incidental. The matter stood thus: The original plan was to guarantee interest *only*, on \$925,000 [\$25,000 per mile]; the present plan was to guarantee both interest and principal on \$647,000 [\$17,500 per mile.] He would give them the actual figures first, and deal with the dishonest handling of them by the Premier, under the third heading. The interest in both cases was four per cent., but under the present plan, a sinking fund of two per cent had also to be paid, making the annual charge, six per cent. on the \$647,000. Against these payments we had the Dominion subsidy, put up in cash by the company, which amounted to \$118,400. The figures, therefore, were:

ORIGINAL PLAN.

Annual interest payment, at 4 per cent., on \$925,000, equal	\$ 37,000
Total liability, \$37,000 a year for 25 years, \$925,000, less Dominion subsidy of \$118,400, equal	806,600

PRESENT PLAN.

Annual payment, interest and sinking fund at 6 per cent., on \$647,000, equal	\$ 38,820
Total liability, \$38,820 a year for 25 years, \$970,500, less Dominion subsidy of \$118,100, equal	\$52,100

“So that the liability of the Province under the present arrangement,” continued Mr. Brown, “is a matter of \$45,000 greater than under the old or original agreement. We are told, of course, that we have, under the present arrangement, the railway at the end of the term; but, if the railway pays, the Province is relieved from responsibility, and the railway belongs to the company; and, if it does not pay, what value will it be as an asset? It will be a white elephant—and a scabby one at that.

“Now, take the statement about cost. I told them in the House, that the chatter about the cost per mile of railway building put me in mind of the old saying ‘as big as a piece of chalk.’ Many facts enter into the calculation, but the only one necessary to deal with here is, the style of construction—the character of the work done. Built in first-class style, a line will cost more, naturally, than it will if it is full of the steepest possible grades, and the sharpest possible curves, and grasshopper trestles,