

be repealed. As soon as that is admitted, we have good reason for opening the discussion, and the discussion turns upon this: Will the good to be done to other lines, and to the Dominion generally, by building the Coteau bridge, compensate for the injury the Grand Trunk will inevitably suffer? It is quite true that the bridge if built will give us another competing line and another means of gaining access to the seaboard, but what shall we lose by that? We cannot tell with anything like certainty, but we may be quite sure that Grand Trunk traffic would be very materially interfered with, and Mr. Vanderbilt would have a chance of working his will in Canada. What the Grand Trunk has done for Western as well as Eastern Canada may be judged from the fact that an average of 750,000 tons of freight per annum are carried by the Grand Trunk, realizing a revenue of probably \$3,000,000, which freight would be more or less subject to competition should the bridge be built.

The Grand Trunk is a great institution in Canada—an institution without which Canada would be a scattered and disintegrated community; vast sums of English money have been spent upon it; all its works are conducted in Canada; every fresh development it makes is in the interest of Canada; it favors Canadian ports, and, with unceasing enterprise, "taps" the traffic of the States for Canada's benefit. Whereas, if we allow American lines to come in and take our traffic to Europe by way of Boston, their men and their workshops will be at Boston, and they will simply run through Canadian territory. Granted that the people living between Coteau and Ottawa would be advantaged by the building of the bridge, it is a fair question to ask, in these days of national policy: Would not Canada lose more than Glen-garry would gain? The Grand Trunk has mooted the