

THE GRAND TRUNK PACIFIC BILL UP.

**Mr. McLean Advocated a
Government Owned Road
to the West.**

SOME GOOD SALARIES.

Minister of Justice Moved That the Pay of the Chairman of the Railway Commission Be \$10,000 a Year, and the Other Two Commissioners \$8,000 Each.

[illegible]

Sir Wilfrid Laurier said that the mountain section would cost \$20,000,000, the rolling stock \$10,000,000, and the bridge \$20,000,000 rolling stock required, and that the capitalization was not too large for the government to undertake. He said the government's right to appoint directors in this way making the bill agreeable to the government was not subject to the proposed government bill. He said that the government had no right to otherwise exercise all the rights and privileges of other directors.

The bill was moved by Mr. McCreary giving the company power to build branches from Montreal to North Bay, Fort William and Lake Huron, and to construct a built road.

The Toronto members complained that their city was side-tracked, in fact, as they said, the bill was a "back door" bill. The argument, Ontario was left out in the cold.

Sir William Mulock said that considerable work was to be had by connecting the line with the North Bay line with the government road. There would be another branch connecting Montreal and the line to the north.

The bill was then passed. The members of the St. John branch from Moncton were reached. The Toronto members would like the road to terminate at Toronto, but the government had intended to connect all the provinces and not to terminate the line at Ontario.

The bill was passed with no provision for connecting the road between St. John and Chippewan.

Mr. Wade (Annapolis) said that there was no provision for connecting Halifax with the road. But a line built between Chipman and Norton on the I. C. R. would make a shorter route than running on to Moncton.

Mr. Fowler said that every one knew that the I. C. R. took the shortest route to Halifax.

Mr. Ross (Victoria) said he had the authority of eminent engineers that fifty miles could be saved on a road between Moncton and St. John.

Dr. Roche (Marquette) wanted to know if the contract provided for connection with Lake Superior. The congestion on the west could not be relieved in any other way as far as wheat was concerned.

Mr. McCarthy said that there was no doubt that it was the intention to build to Lake Superior.

Mr. Emmerson moved an amendment to build a branch from the main line at near Chipman to St. John or acquire an existing branch line that would serve the same purpose. He said that it would not be in the best interests to build from Edmundston to St. John, as some suggested. Chipman was a common point. To build

from Chipman would be in the best interest of the dominion and the best interest of St. John. By the proposed branch 219 miles would be saved in the distance between Quebec and St. John, now traversed by the Intercolonial. The distance by the Intercolonial was 587 miles and the distance by the branch which I

(Continued on page, 3 third column).

AMME

TS AT THE

TREAL CONGRESS

Emigration to the Colonies, Far East
Fast Steamship Service, Foreign Treaties
and Tariffs, Imperial Contracts, Imperial
Postal System, Importation of Canadian
Cattle into Great Britain, Light Du-

Metrie System of Weights and Measures
Naturalization Laws, Newfoundland and
tent Laws, Administration, Railway Con-
nections, Resources of the Empire, Title
British North America, Trade Disputes,
Trade Marks, Wireless Telegraphy.
Lord Brassey will preside at the s
sions.