

Company was granted the privilege of importing all and any materials and supplies free of duty.

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Company is in no different position from any other importer, and must pay duty.

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All station-grounds, work-shops, buildings, yards and other property, and all rolling stock and appurtenances required for the construction and operation of the railroad, and the capital stock of the Company to be exempt forever from taxation by the Dominion, or by any Province thereafter to be established; and the lands of the Company in the Territories also to be exempt from such taxation for twenty years after the grant from the Crown.

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No exemption from taxation.

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Company exempt from any Government control over rates until the earning of the railway reach 10 per cent. of cost of construction—practically a permanent exemption.

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Government control of rates.

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Full ownership and absolute control of road by the Company.

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The lease of the Eastern Section to the Company by the Government reserves running rights on equal terms to the Intercolonial, and the Government may also grant running rights to any other railway that ask for them. Running rights over the Western Section are also secured to any railways desiring them upon terms to be fixed by the Government in case the companies cannot agree.

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The result of the contract made in 1881 with the Canadian Pacific was an addition of 2,550 miles—namely, from Callandar, near North Bay, to Vancouver—to the railway mileage already in existence in Canada. The result of the contract with the Grand Trunk Pacific will be a new transcontinental line from ocean to ocean, with a mileage of 3,300 miles from Moncton to Port Simpson, all on Canadian soil.