bey May Rest Assured the Country Will Carry Out the Contract With the Com-puny—An Fajinst Cry Raised by Politi-eal Malcontents Against the C.P.E. CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, Sept. 12, 1887.

Canadian Pacific Raitway Company, Mon Treat, Sept. 12, 1887.

To the Shareholders:

In view of the exaggerated accounts and persistent misstatements which have been sent out concerning the railway agitation in Winnipeg, the directors of the company have thoughe it due to the shareholders to publish a brief statement of the facts for their information.

On Oct. 21, 1880, the contract for the construction of the Canadian Pacific Railway was signed, and for the purpose of carrying it out the Canadian Pacific Railway Company was incorporated on Feb. 17, 1881.

Article 15 of the contract provided that for twenty years the Dominion Government should not authorize the construction of any line of railway running south from the main line of the Canadian Pacific Railway to any point within fifteen miles of the International boundary. It is asserted and widely believed that this clause has no effect in the original Province of Mantoba; but the British North America Act, which settled and defined the Constitution of Canada, distinctly assigns to the jurisdiction of the Dominion Parliament all matters not specifically delegated to the Provincial Legislatures, and the power to legislate concerning railways extending beyond the International boundary, or intended to connect with other lines at such boundary, is nowhere in the constitution given to the provinces.

the railway, when made should on to efficiently serve the purposes was intended, and the need of pro-centrally recognized. Indeed, the clion was insisted upon by the Gov-espect of the Canadian Pacific Rail-

ine, laid out and commenced work on a system of branch lines extending south and south-west from Winnipeg; and up to this time it has expended on branch lines in Manitoba, in addition to those previously made by the Government, more than \$5,700,000.

Parity in view of the same moral obligation, but chiefly for the pulpose of promoting the development of the country, the company made its rates both for freight and passengers on a soale far below the rates of any of the railways in the United Statea, similarly situated. The immediate effect of the opening of the railway between Lake Superior and Winnipeg was an enormous reduction in the rates theretofore paid by the province to and from the seast over the American lines. For the chief products and for fuel and the commodities most essential to the growth of the country, the rates were made especially low, and year by your, as the traffic has increased, these rates, in whole or in part, have been reduced until they are now in many cases less than one half the rates originally authorized. The charge that the rates are excessive or unreasonable is simply untrue. The average arrings of the company for the past three years have been as follows:

Freight per ton per mile. 1.45c 1.20c 1.10c. And omitting the through traffic to and from the Pacific from the figures of 1883, they stand: 1.14 cents per ton per mile for freight, and 2.13 cents per mile for passengers—a lower average than is shown by any important. American line, saide from the all Trunk lines in the east. It has been the aim of the company to so fuel to their farms, and pay less for fuel and no more for the other necessaries of life, than settlers similarly situated in the United States; and that it has succeeded in this is clearly shown by a comparison of prices with the neighboring sections of Minnesota and Dakota. The company has also dealt in the most liberal manner with all the independent railway endenybusines in the Northwest; and the building and operation of at least two of these would have been im At the auction sale of fruita Lumbers' Fruit
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1886.
5 1.10c.
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A Correction.

A Correction.

Editor World: My attention has been called to your report of the Tuesday session, in which you state that I made a statement "to the effect that Mr. Manning advised himself (meaning me) and his colleague in that county not to enter a third violation against tavern-keepers, but to make the charge a first offence." You will kindly permit me to slate that I said nothing of the kind. What I did say was that I was advised to proceed for second offences and to repeat them as often as possible, and where there was a defiant violation it would be well to try the effect of thirds. You will observe that this is entirely different from what you give me credit for saying. W. Darling, License Inspector, East Peterboro.

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