

is altogether dissimilar to a private business. Standards applicable to one are not applicable to the other, and interference with, or exercise of control over, one would not involve similar rights over the other, but the contrary.

The foregoing argument was necessary in order to establish a moral and economic basis for exercising control over the railways of the country. It is a question concerning which we must take no chances. If we are to proceed safely and sanely, we must make quite certain that our methods are sound and right. Otherwise we will certainly have to retrace our steps and lose what progress we thought we had made. Even when our actions are perfectly justifiable, we may make mistakes of judgment by which our labor may be lost. But always, where our actions are not just, the forward movement is interfered with.

#### History of the C.P.R.

Let us now examine the history of the Canadian Pacific railway for a few moments in order that we may satisfy ourselves whether or not there is any particular reason why this railway should be exempt from the control of the people of Canada. If it should transpire that the company received but slight aid from the people and was constructed mainly or altogether by the efforts of its organizers and owners, it would be necessary, in fairness, to accord it more consideration than if the contrary were the case. If, also, the profits on the money invested by shareholders in the property of the company are but small or are nil, we will be bound to admit either that the management is not as efficient as it should be, or that freight rates are already low enough. If, on the other hand, these profits turn out to be very large, we may assume justification for a demand that the freight rates should be lowered.

The Canadian Pacific railway was incorporated in February, 1881, for the customary purposes of a railway, including the right to construct branch lines, operate steamship lines and telegraph services.

#### Gift of an Empire

So far from the organizers or owners paying for the construction of their road themselves, and receiving no assistance from the public, we find that the Dominion government, at the outset, granted the company a bonus of no less than \$25,000,000 in cash and 25,000,000 acres of land.

In addition to this liberal treatment, the government transferred to the company, free of cost, no less than 713 miles of railway built by the government at an expense of no less than \$35,000,000. In 1884, the Dominion government extended yet further assistance to the company by granting to it a loan of almost \$30,000,000—to be precise the sum was \$29,880,912, the interest on which was 5 per cent. To secure this loan the company gave a lien on its property, subject, of course, to other claims against it. It would seem also that a further security was given the government in some \$35,000,000 of unissued stock. In 1885, however, the government gave up this stock and thereby lost an excellent opportunity to reimburse the people of Canada for a portion of the assistance they had given the road. The Company gave to the government, bonds for \$20,000,000 against the loan just mentioned and a lien on the unsold lands of the company for the remaining \$9,880,912.

#### Government very Generous

That is, the government presented the company with these lands and then took a lien against a portion of them for the sum just mentioned. A little later a new arrangement seems to have been made whereby the company paid back the \$20,000,000. For the balance of the debt, it would seem that the government accepted a portion of its own lands back from the company at the rate of \$1.50 per acre. Presumably this \$9,880,912 thus became a gift to the company. Apparently, however, the company would have to return to the government somewhere about 6,587,000 acres of its land grant. It is naturally impossible to give reliable details of a deal concerning which the whole truth could never be known, but so far as the above mentioned portion of the deal is concerned, the statement may be regarded as sufficiently accurate for the purpose of demonstrating the co-operation, willing or otherwise, of the Canadian people in the project.

The original capital of the company would seem to be \$5,000,000. The

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Ash, 3-4 ft. ....	10
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Willow, 4-6 ft. ....	10

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Ash, Seedlings .....	100
Poplar (Russian Poplar or Cottonwood) .....	100

800

These should be planted, beginning with the outside row—Willow, Willow, Maple, Poplar, Maple, Ash, Maple, Willow.

#### COLLECTION NO. 4

##### Perennials for the Flower Garden—Price \$5

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Iris .....	4
Larkspur .....	10
Clove Pink .....	20
Sweet William .....	10
Sweet Rocket .....	20

#### COLLECTION NO. 5

##### FOR THE KITCHEN GARDEN—Price \$5

Rhubarb .....	24
Asparagus .....	100

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