

roads to come into your station on False Creek with their freight.' Then came the fight between this railway company and the government. They said 'What have we spent all this money for, What have we to show for it if you are going to wipe it all out—, for the good judgment and business men we have displayed? If you are going to wipe it all out and bring in the Chicago, Milwaukee & St. Paul, the Northern Pacific, the Canadian Northern Pacific and the Grand Trunk Pacific on these terms?' But we were acting not for the Great Northern Company, but for the people of this province—and particularly for the people of the City of Vancouver. (Applause). We said 'You must make the agreement that every railway that comes in can come into your freight yards situated contiguous to your terminals.' The result was that they had to give in. Those people in Vancouver who criticized me will no doubt claim that they had a good agreement, but they had the whole foreman controlled on False Creek and Burrard Inlet by these railway companies, and notwithstanding the hostile criticism we had to face we stood, as we have always stood, for the people, whatever might happen, and so we have secured an agreement which throws this union station and their freight yards open to the freight of the world. Section two provides that 'The railway company are to have their freight terminals on the north side of the creek, near the station.' They now agree with us that they will handle on a switching rate every car of freight coming from another road over their tracks to their freight yards and to the warehouses both in and out. They also agree that any elevator, manufactory or warehouse to which they have put in a siding will have the right to make the Great Northern provide on a switching basis to bring in any carload consigned to them, or to the roadways leading to the streets of Vancouver where their freight may be transhipped by drays. You can all see what this means to the other competing railway companies of America and what it means to the men in Vancouver who have capital invested in any of these industries. They also further agree that there is a certain class of freight known in railway parlance as L. C. L. (less than carload lots) and they have agreed

that they will switch in these cars to their freight sheds and through their freight sheds to the right-of-way that leads to the city, so that the other railway companies have the advantage of everything done by the Great Northern Railway Company before they come in.

Entry for Other Roads.

'For these services there is no price fixed. That is left to the railway commission, a splendid body which occupies a high position in the commercial life of Canada. They have already laid down a switching rate by which these cars can be taken from one railway company for another. If it is found in some cases that the matter has not been adjusted by the railway commission, we have made a provision that it can be referred to the Lieutenant-Governor-in-Council, so that it can be settled once, and valuable time can be saved to the railway companies who wish to have their freight come in on this agreement.

Under the old agreement nothing was specified as to a station and a mere shack would do, but under this agreement they must spend half a million dollars on a station. In the city's agreement entrance to the station meant nothing but we have shown it on a basis that can be understood by any business man exactly what can be done. We have also shown you on what terms they can bring in freight, and there is no man with the interest of the Province or the city at heart who can stand up now and say that this Government did wrong when it stood up for the rights of the people in this agreement. (Applause) In the old agreement there was not a single syllable about handling freight of other companies. They were getting a bargain and shutting up 130 acres and no one could come in there but the V. V. & E.

But I am not through yet. On the south side of the creek there are sixty-nine acres through which their present tracks runs, and it also contains some most valuable property for warehouse sites. We asked them, 'What are you going to do with that.' They say in a vague sort of way, 'We are going to use that later on.' This agreement with the city only calls for freight sheds and terminals adequate to their own business, which means nothing. We said, 'What are you going to do with