

Weekly Colonist

FRIDAY, JANUARY 25, 1899.

HEARDED.

Men and women who want to get rich in a hurry were taught a severe lesson by a worthy party. Mr. and Mrs. Friend, of New York, professed to have discovered a method of refining sugar by electricity. He went to England to find the capital necessary to carry out his invention. Some English capitalists heard his story, and when they had seen specimens of his electrically refined sugar, they advanced him the money needed. After a while the Electric Sugar Refining Company, of New York, was established. The refinery was built. It was a mysterious place, for the process was a secret which no one should be allowed to steal. When the stockholders assembled to see how the sugar they admired so much was made, they were disappointed. The refinery was a simple building, and the refined sugar, beautifully white, pouring out of shoots in another part. The process they saw nothing. The secret chambers were not opened to them. They went home wondering and admiring, and the stock immediately afterwards made a jump upwards. An agent, representing the British stockholders, made a voyage to New York, was shown samples of the beautiful sugar, saw the building in which it was made and returned home and told his principals that there were millions in it. Friend before this had died but his wife who is a woman of resources took the management of the concern. The Electric Sugar Refinery being rather slow in producing the promised results, enquiries were made and suspicions were excited. Mrs. Friend seeing trouble in the distance suddenly and mysteriously disappeared. The stockholders at last instituted an inquiry. They broke into the secret chamber and found there, not electric apparatus, but a few copper trays and a crusher or two. The wonderful secret was thus revealed. The electric sugar was nothing more than refined loaf sugar chemically treated so as to remove all remaining impurities and crushed. The castles in the air which the stockholders had built were demolished almost instantaneously, and the money they had invested instead of yielding them a rich return disappeared with the artful and deceptive Mrs. Friend. Some say that a million dollars has thus vanished, and others say that it is only three hundred thousand.

THE BEHRING'S SEA BUSINESS.

One of the international matters that call for a speedy settlement is the right of the United States to exclusive jurisdiction over Behring's Sea. It is the vast expanse of ocean that is known by that name included in the territorial waters of the United States or not? The indications were last year that the Government of the Great Republic had doubts on that question. At any rate, it did not interfere with vessels of foreign countries in the way it did on previous years. President Cleveland did not have the right of the matter, for we see that in his last annual message he stated that his endeavor was to establish by international co-operation measures for the prevention of the extermination of the seal in Behring's Sea had not been made and that he hoped to be enabled to submit an effective and satisfactory international project with the maritime powers for the approval of the Senate. This appears as if he found the claim for exclusive jurisdiction by the United States could not be maintained and that he had been endeavoring to come to some agreement with other nations for the preservation of the seals. This would be a reasonable way of proceeding, for no one wants to see the fur seals exterminated. But as we have seen, Mr. Cleveland's arrangements with foreign nations, no matter how necessary or how reasonable they may be, have no more weight with the Senate, or rather they are not treated with even respectful consideration because the administration made them.

We see that other proceedings have been taken in the Senate with regard to this seal-making business. On the motion of Senator Hoar a resolution was adopted requesting the President to communicate to it all correspondence with the British Government in regard to the right of fishing, taking seal or navigating the Behring Sea or the adjacent waters; also the circumstances in regard to the seizure or release of any British vessels in or near said waters by the United States; also all regulations, rules or directions promulgated by the United States Government or any of its departments in relation to fishing or taking seal in said sea or waters. The resolution further requests the President to inform the Senate whether any rules and regulations concerning such fishing or taking seal are enforced against citizens or vessels of the United States which are not enforced on the citizens and vessels of other countries. It is pretty evident that the Senators want this information not to assist them in coming to a reasonable agreement with foreign nations, but to enable the United States to reassert its claim to the exclusive possession of Behring's Sea. The attitude of the Republican party on the fisheries question has not been either reasonable or conciliatory. It has endeavored to confine Great Britain's jurisdiction on the eastern side of the continent within the narrowest possible limits, while on the western side it has claimed for the United States maritime rights that are exercised by no other nation on the face of the globe. It has seized and confiscated ships engaged in catching seals a hundred miles and more from United States territory, while it has created a great disturbance and become almost furious when Canadian authorities seized vessels fishing within three miles of the British provisions of the Fishery Treaty. If the new Republican Party, meeting in concert with the Republican Senate insists upon an acknowledgment

of the claims of the United States to exclusive jurisdiction over the waters of Behring's Sea, it will be hoped that Great Britain will continue firmly to refuse to admit any such claim, and will insist upon the matter being submitted for settlement to an impartial international tribunal.

The committee on Merchant Marine and Fisheries instructed to inquire into the Alaska business and to find out whether the rights and interests of the United States in Behring's Sea had been violated reported that the seals in that sea had been wantonly destroyed. They said that 200,000 seals had been killed in order to capture 30,000, that hardly one in seven of the seals shot had been recovered. On what grounds this assertion was made it is not known, but the testimony of the committee's witnesses was very far from being the truth. Veteran seal hunters say that nearly all the seals shot are taken, and that it is very unusual to lose a seal that has been killed. The unnecessary slaughter they affirm is made by the Alaska Commercial Company's men who kill quite a large number of young seals whose skins are of no use. When the correspondent of the New York Tribune attributed the wanton slaughter of seal to British seal hunters he either stated what he knew to be untrue or he made a random accusation on a subject about which he knew nothing. Neither British sealers nor American "poachers" are such reckless destroyers of the fur seal as the men in the employ of the Alaska Company.

FREEDOM OF SPEECH.

The American boast that theirs is the freest country in the world. This is very questionable. Freedom of speech is considered the most important right of the member of a free community. If the institutions, or the laws, or the customs, of a country interfere with perfect freedom of speech, its inhabitants, whatever the form of government under which they live may be, cannot be said to enjoy liberty in its highest form. What restrictions, if any, ought to be placed on liberty of speech is a matter on which people differ very widely. Many maintain that no man should be free to disseminate opinions dangerous to society. But what is an opinion dangerous to society? There are a thousand answers to this question, all differing from each other. Some say that certain opinions relating to religion are dangerous to the well-being of society, and men should not be allowed to disseminate them. Once admit this and you give governments the power to prosecute men for conscience sake, and it is easy to see that this would open the door to religious persecution and to intolerable tyranny. Others again say that certain doctrines relative to the organization of society and the possession of property are dangerous, and those who hold them should not be permitted to teach them by voice or pen to their fellow-citizens. Who is to be the judge of what social changes are dangerous, and what are safe? A government invested with the power of deciding what teachings are pernicious and what are wholesome and proper, would be in a position to put a stop to all reform. If a citizen, however, has made a speech or published a book, that is supposed to be a government's business to convince him of the wholesome tendency of the views he purposed to propagate, liberty of speech and liberty of the press would soon come to be nothing but a name. It is liberty to discuss questions relating to government and the organization of society, that the police of Chicago sought, the other day, to curtail. The Anarchists of that city have a society which they call the Arbeiter Bund, which holds its meetings periodically. The mayor forbade the meetings of this society and he was upheld in this proceeding by the Chicago Tribune and other newspapers. These Anarchists had violated the law, but the mayor held that their principles led to the violation of the law, and therefore the discussion of them should be put down by force, if necessary. Was this an unwarrantable interference with the liberty of speech, or was it not? In England, Anarchists, Socialists, Communists, Atheists, and all others who hold extreme opinions, are as perfectly free to meet and discuss subjects of all kinds. As long as they refrain from committing a breach of the peace, the officers of the government do not interfere with them. Enlightened Englishmen say that perfect freedom of discussion prevents the doctrines taught by these people becoming dangerous. The free discussion of these "dangerous" doctrines demonstrates their absurdity and their impracticability in the circumstances of the people, and is much more likely to convince their advocates of the unreasonableness of the position they take, than to make converts among intelligent and thoughtful men. They say that these doctrines have made far less progress in Great Britain, where speech is free, than in the continental countries of Europe in which it is under great restraint. Besides, these advocates of freedom contend, if our institutions cannot survive the freest discussion they must fall. But the mayor of Chicago and many of its citizens do not reason in this way, and they were determined to put down anarchism with a strong hand. The anarchists applied to a judge for an injunction to restrain the police from interfering with their meetings. He did not grant them the injunction they asked for but he told them that if the police tried to break up their meetings they had good grounds for an action against the authorities. The law may be on the side of the anarchists now but the question is, if any very considerable number of the citizens of the United States hold the same views and are actuated by the same spirit as the mayor of Chicago and those who uphold him, will the law be long in favor of free speech when its exercise is opposed to the opinions and feelings of the majority? The institutions of the Republic have as yet had no great strain-put upon them in this direction. The intolerant man among them has been satisfied with those extrajudicial practices and proceedings that men resort to when they wish to silence and intimidate

ANOTHER CHANGE OF BASE.

The report that the Liberal party has withdrawn from its platform the unrestricted reciprocity plank, is most probably true. The wonder is, not that the Liberals have abandoned that policy, but that they ever took it up. It seemed strange to see a Canadian party adopt a policy that it was impossible for it to carry out without the co-operation of a foreign nation. Tariff reform, or even absolute free trade, could be brought about by the Canadians themselves if a majority of the people was in its favor. All that was required would be to get that majority. But if the advocates of unrestricted reciprocity were able to gain a sweeping majority at the polls for their policy, they would be as far as ever from getting what they wanted. They would have to win over to their side a majority of the United States Congress. This they would very likely find it impossible to do, for the last presidential election, which was run on the tariff reform issue, showed that a majority of the states are opposed, not only to having free trade with any country whose products come into competition with their own, but that they disapprove of lowering their present high protective tariff in favor of any country. It was then unwise and unpractical for a Canadian political party to make the main issue between it and its opponent a change in the fiscal policy of the country, which it would be impossible for it to effect, even if it should be victorious. It is evident that Mr. Laurier and the leading liberals see the awkward position in which they have placed themselves. They could not honestly promise their supporters free trade with the United States, even if they could do so, for to tell the people they were willing to establish free trade with the United States, as soon as the Americans were willing to reciprocate. But when that would be they could not have the remotest conception.

The issues of Canadian parties must necessarily be Canadian. The trade relations with a foreign country can never be a part of its policy until the attitude assumed by that country is well known. Of course it is competent for a Canadian party to adopt the British trade policy, which is to admit nearly all the commodities produced by foreign countries free, without requiring them to reciprocate. But there are very few indeed in the Dominion who are prepared to support a British free trade policy. There is something humiliating in the attitude of a country which is continually begging an unwilling neighbor to grant it trade privileges; yet that would be the attitude which Canada would assume if the unrestricted trade party should come into power. The Government would be ordered to fulfill the pledges of its members and to carry out its policy, have to go on its knees to the United States Government to beg it to establish mutual free trade with Canada. The answer it would most probably receive would be the same as some Americans have already made to the advances of Canadian Liberals, which was, "We cannot unite with you commercially unless you are also prepared to unite with us politically." The unrestricted trade Government would then find itself without power to carry out its policy, for there are very few indeed in Canada who are prepared to sever their connection with Great Britain in order to adopt the advantages to be derived from an unrestricted trade with the United States. The abandonment of the question of unrestricted trade with the United States leaves the Liberal party literally without a policy and a party without a policy is too weak to hold together long.

PETTICOAT GOVERNMENT.

Six months ago the town of Okaloosa, which was going to the dogs at a rapid rate, chose a matron for mayor, and a town council composed wholly of ladies. The citizens having tried a male regime until they found it a failure voluntarily placed themselves under petticoat government. It is a little singular that the women of the town opposed the change and that the female ticket was elected by the votes of the men. Many of the old civic politicians looked upon the female corporation as a good joke on a big seal and expected to be amused at seeing the lady councillors make a muddle of the city's affairs. When the new council was inaugurated the boys assembled far from satisfied to see the women make fools of themselves. They were, however, badly disappointed. The mayor, whose name is Mrs. Lawson, made a sensible (we had nearly written "manly") inaugural address recommending reforms which if carried out would not be exactly palatable to the boys young and old. And the council did carry them out with a firm hand, perfectly regardless of whom they inconvenienced or whom they offended. Their first reform was to institute a stricter observance of the Day of Rest. In Okaloosa the laws for keeping the Lord's Day holy were never honored in the breach than in the observance. Stores and stalls were open all day long and some of the shopkeepers did business on that day. The lady councillors compelled the keepers of lively stables, groceries, barber shops and restaurants, to close their places of business. Kansas is a prohibition State, so there are no hotel bars or saloons. The enforcement of the law was no sham. The men or women who violated the Sunday laws was hauled up and summarily punished. There was no use in going to law with the corporation. The ladies did not go beyond their lawful powers, and the former of the judges upheld them in what

they were doing. They next undertook to suppress all places of amusement whose tendencies were immoral. The proprietors of "fly by night" shows and entertainments of the broad variety sort were unable to get licenses, so they had to shut up shop. The ladies looked well after the drugists and any of them caught selling whisky on the sly soon found themselves before the tribunal of ladies, from whom they received no mercy. The lady Councillors would not accept railway passes and they compelled the railway passing through the town to observe the regulations as to speed. In fact their administration is described as strict but just. If the ladies are a little narrow they are scrupulously honest. With regard to town improvements, perfect impartiality is observed. Everyone has a fair show and a common councillor counts no more than an ordinary citizen in the matter of platforms, drains, etc. Their administration and authority has been eminently safe in a financial way. Taxes do not increase with the visible improvement and the advance in real estate values. The regular meetings of the Council are marked by a dignity and decorum too generally lacking in the public boards of great cities. The members are well up in parliamentary tactics and Mayor Lawson follows the lines pointed out by the authorities, no matter where they lead or whom they may run over. The ladies have become apt debaters and are quicker at repartee and rejoinder than any of their predecessors in office. On the whole, the experiment tried in Okaloosa, has been eminently successful. The lady administration has proved careful, energetic, economical in every way possible. If they have been a little too strict in some directions their strictness has done no harm.

A NEGLECTED COAST.

It is hard to say enough in praise of the enterprise and the public spirit of the Victoria merchants who, at their own risk and expense, are doing what is necessary to establish and develop the skill fishery. These gentlemen are showing a spirit of self-reliance and independence which does them infinite credit. They do not wait for the slow and tardy action of government to do what is necessary to place that fishery on a proper footing. They do their own prospecting and they seek a short and practicable route to the fishing grounds through narrow channels which the government has neither buoyed nor lighted. It is seen in the account of Capt. Meyer's voyage of discovery that he was forced to try a passage separating Morabey from Graham Island in which there was not a single buoy or beacon for his direction and guidance. That passage, supposed to be dangerous, the plucky navigator found to be quite safe for craft drawing twelve feet of water. This discovery will be of the greatest use to those who may hereafter navigate those waters, for it will enable them to make their four or five hours trip, as the ports which have developed the project of the British Columbia fishery, more low and influential. To show the importance of the northern coast, and that it is regarded as the cold parts of the continent, he informs his readers that the tonnage which passes through the Strait de Marie Canal, in seven months, is equal to that which passes through the Suez Canal in twelve months. He says: "Here in the northern part of North America, between two inland lakes, with only one shore of these developed, a commerce has been created, which equals that between two oceans whose traffic is almost as old as the universe, and contributions to which are made from every clime and country on the globe." Mr. Wiman shows very clearly that Canada's climate is not such a drawback as many people consider it, if indeed it is a drawback at all. The country which yields fine crops of wheat is capable of producing nearly everything that is necessary for the comfort of a large population. Where wheat grows other cereals flourish, vegetables of all kinds will grow, many fruits can ripen, cattle can be raised, and a fine race of swine reared. It is shown, to be the case in the province of Canada. The ground yields abundantly where the cultivation is at all skilful, and the men and women who are brought up on the soil are the equals physically and intellectually of any race that any country in the world can boast of. With agricultural advantages that few countries possess, Mr. Wiman shows that Canada possesses other resources which cannot fail to make it rich and important. It has forests of immense extent, in which grow the finest timbers of many kinds. It has valuable fisheries on both sides of the continent, and its immense lakes and its majestic rivers also abound in fish. Its mineral resources can only as yet be guessed at.

The navigator of to-day cannot afford to pursue his voyage after the leisurely manner of the old Hudson Bay Company's steamers, which came to anchor almost every night in some snug harbor. Economical reasons require him to make all the expedition possible, and make the best use of every hour in the forty-four days that he has at his disposal. He would not be well to employ some of the time of the government steamer, during part of the year, in exploring the northern coast of the province, instead of having her anchored in front of the custom house, where she is nevertheless not dormant. The work that she should do would be of very great benefit to the province, until a proper hydrographic survey of the whole coast is made. Charts of the northern coast have become a necessity, and there are none in existence on which the navigator can depend.

We earnestly hope that the condition of the northern coast of British Columbia will engage the attention of the Minister of Marine and Fisheries. A very little enquiry will convince him that the welfare of the province absolutely requires those improvements which make navigation safe, and with which the coast of the maritime provinces on the other side of the continent has so liberally furnished. He should take in mind the fact that the Pacific coast will be a Canadian coast, and that the former of this policy must be decided upon, continental in its character, and continental in its consequences. This policy is not annexation, as the Can-

CANADA'S RESOURCES.

Mr. Erasmus Wiman has contributed a most interesting article on the Dominion of Canada to the North American Review. Though written principally for the education of citizens of the United States, Canadians who wish to form a true estimate of the value of their own country would do well to study it carefully. Mr. Wiman thinks it will surprise the inhabitants of the United States to learn that their northern neighbor which very many of them look down upon with lofty contempt, possesses an extent of territory, if Alaska is excluded, greater than their own. The area of the United States prior to the purchase of Alaska, he tells us, was 3,038,000 square miles, while Canada stretches out to fill 3,470,000. Canada, he adds, in extent forms forty per cent. of the whole British Empire. It may be thought that this is not a fair way of coming to a true estimate of the value of Canada to its inhabitants or to the Empire generally, for a country is not to be valued merely for its extent of surface but for the proportion of it, which is capable of yielding produce necessary for the sustenance and comfort of man. It is generally supposed that a very large part of Canada is wholly unproductive, and will never contribute anything towards the aggregate wealth of the country. This objection is not nearly so strong as it appears at first sight. So late as thirty years ago very little was known of the capabilities of Canada. More than half of what now constitutes the Dominion was regarded as an inhabitable desert that was unfit for the habitation of man. The vast region between the Red River and the Rocky Mountains was thought to be an irremediable wilderness, and British Columbia was considered a sea of mountains too barren and too distant from civilized countries ever to be of any value to the Empire. But it is now found that the plains of the Northwest are exceedingly fertile and capable of supporting a large population, and of contributing to the support of older richer countries; and British Columbia has been found to possess great and varied resources which, when developed, will make her one of the richest and most important sections of North America. And who can predict what new sources of wealth Canada may be found to possess? She is just beginning to be known, and it is hard to tell what will be the estimate formed of her thirty years hence.

THE GRAND TRUNK.

Mr. Henry Tyler speaks about his Relations with the Canadian Pacific.

The following is the reference made by Mr. Henry Tyler, president of the Grand Trunk, at the annual meeting of the shareholders, as published in London Evening News of December 1st, 1888: "Now I come to the most delicate portion of my duty. I know you will all wish me to refer to the Canadian Pacific Railway; and I will begin by reading a letter which I have received from Mr. Miller, one of our proprietors.

"Dear Sir:—When the Great Western and Grand Trunk companies were projected, the government of the time, recognizing that in a thinly-peopled colony, shareholders would be induced to invest more from the future than the immediate prospect of dividends, was careful to point out that, being brought under the cognisance of the Government they would be protected from the opposition of rival companies. How has this promise been kept? I will pass by the building of the Canada Southern which directly opposed both the old lines, for I quite agree with you in your remarks on the subject. It is useless opening up old grievances; but the patience of our shareholders seems only to provoke further attacks on the part of the Canadian Pacific, and we are threatened with a further opposition by the building of a line from London to Detroit, which will give almost the unique example of four lines serving the same route. It is a fact that the value of the shares of each other. Further, when last year the board proposed amalgamation with the Hamilton and North Western Railway, I had issued a map showing the railway system of the district involved. I must confess that to me, and doubtless to the great majority of my fellow shareholders, this map was, to use an American expression, an eye-opener, and for this reason, I had any idea that the government, in the face of their promises, had in a specially peopled district, promoted or permitted an opposition line, so many points where the Grand Trunk and the Canadian Pacific pay a single company. Some nine years ago our then president, Mr. Richmond Potter, pointed out how hardly in excess, in proportion to the population, the Canadian railway system was to that of the United Kingdom; since then, the mileage has, I believe, been more than doubled, while the population has only functionally increased, and all railway systems the Canadian has been, and remains, the most unremunerative and disastrous. The reason is not far to seek, and though on previous occasions you have deprecated allusions on the part of shareholders, I do not hesitate to inform the shareholders that the tonnage which passes through the Strait de Marie Canal, in seven months, is equal to that which passes through the Suez Canal in twelve months. He says: "Here in the northern part of North America, between two inland lakes, with only one shore of these developed, a commerce has been created, which equals that between two oceans whose traffic is almost as old as the universe, and contributions to which are made from every clime and country on the globe." Mr. Wiman shows very clearly that Canada's climate is not such a drawback as many people consider it, if indeed it is a drawback at all. The country which yields fine crops of wheat is capable of producing nearly everything that is necessary for the comfort of a large population. Where wheat grows other cereals flourish, vegetables of all kinds will grow, many fruits can ripen, cattle can be raised, and a fine race of swine reared. It is shown, to be the case in the province of Canada. The ground yields abundantly where the cultivation is at all skilful, and the men and women who are brought up on the soil are the equals physically and intellectually of any race that any country in the world can boast of. With agricultural advantages that few countries possess, Mr. Wiman shows that Canada possesses other resources which cannot fail to make it rich and important. It has forests of immense extent, in which grow the finest timbers of many kinds. It has valuable fisheries on both sides of the continent, and its immense lakes and its majestic rivers also abound in fish. Its mineral resources can only as yet be guessed at.

You may readily understand that the subject of the Canadian Pacific and its relation to the Grand Trunk formed the subject of a great deal of anxious discussion between myself and Mr. Hickson and the Grand Trunk officials on my recent visit to Canada. I have not underrated the importance of this question, though I have not feared that the competition of the Canadian Pacific would be such a serious matter as some gentlemen—especially those who are sometimes interested in lowering the price of our securities—pretend to believe. But I have always held the same view, and I have said so. I have always said that the Canadian Pacific proper, extending from the Atlantic to the Pacific, and connecting various Canadian Provinces one with another, and establishing Canadian routes between the two oceans, was an object of Imperial as well as of Canadian importance, calculated to enlist our sympathies and our warmest wishes, and to ensure our co-operation; but when that laudable object was mixed up and combined with a series of projects through other portions of the Dominion, unconnected with the main object, and continuously competing with the Grand Trunk Company at every point, then we should have been more than justified in our feelings of indignation, and more especially so when Parliamentary sanction and Government interference were thrown openly and heartily in the scale against us, and when good faith and friendly relations were not always adhered to in quarters where such interference might have been most expected to prevail.

Now, these extensions of the Canadian Pacific Railway are still being pushed forward with the aid of subsidies from the Government. It is being hurried on to the Pacific coast, and it is a project which we have in view. Then, again, what they call the West Ontario Pacific Extension has also been authorized, and is being constructed parallel to the Grand Trunk and Canada Southern Railway for 110 miles, from London to Detroit; and I am sorry to say that we have not found it possible to make an arrangement with the Canadian Pacific on what we consider reasonable terms, to use our existing lines, of which seventy miles is double, in place of making a new line between these points. Mr. Hickson was most anxious to make such an arrangement, even though it would give them a means of competing on very favorable terms against us.

We received various telegrams and letters from Mr. Van Horne on the subject. We replied to them, and tried to negotiate on what we thought a reasonable basis; and we also said, if we give you this opportunity, the very low terms proposed of using our line, and being practically joint owners of our line between London and Detroit, ought you not to give us similar facilities from Niagara to South St. Mary's, and make fair arrangements for exchanging traffic at Nipissing for Toronto and Ontario points? We had a right to expect that they would reciprocate, and give us an opportunity of using the Canadian Pacific facilities, and we could obtain no more favorable reply on that point; indeed they are still sending traffic for Toronto and Ontario points, and we are sending for Falls, rather than allow it to flow over our line from Nipissing direct to Toronto and other points. Much correspondence has passed, but Mr. Van Horne has not answered the very courteous letter which

Mr. Hickson wrote to him on September 27th on these subjects. It would hardly appear that the Canadian Pacific are determined, if the British public will subscribe the money, to make their own line between London and Detroit, and that they are to have a meeting on November 19th, with a view to a guarantee of the capital for that line by a lease of it to the Canadian Pacific, and in the correspondence with Mr. Van Horne, it is said that he has raised the necessary money at 4-10 per cent. In the course of the above correspondence, Mr. Van Horne returned to another line, the Ontario Pacific Company have obtained powers for, and intend to construct; from Sudbury Junction to Glasgow, Ontario, which would be, say 300 miles long, and would cost, say £1,500,000. It remains with you, gentlemen, and others on this market to decide whether they can do so. So long as they can get money from London to put on a building, but it is worth while for us in London to subscribe for competitive projects of this description! That is a question for you to answer.

The Canadian Pacific have been constructing and projecting the several railways described above—been long contemplating an extension from Woodstock to Hamilton. They are also contemplating an extension from London and Toronto to very considerable cost, and are pushing out in numerous other directions, which I need not here refer to. This being so, I feel that the British shareholders, in addressing you, ignore these questions of so much importance to the Grand Trunk Company; and I cannot avoid, therefore, alluding to the subject, and directing, in the absence of time keeping, I hope, within the bounds of prudence and good policy in doing so, I earnestly desire that all such questions between the two companies should be discussed without any personal feeling; and simply from a business point of view; but from that point of view we are bound in our own action and our own policy, to consider seriously what are the probabilities in regard to the future of our aggressive competitor.

You know that up to the present time the Canadian Pacific Company have been very successful in obtaining, as they require them, large measures of assistance from the Government, and they have also obtained, whenever they have asked for it, large sums of money from the British public; and I have already said that we do not know what the Canadian Pacific, but they are sure to get further assistance from the Canadian government which is bound to carry them through. There has been one fact, that whatever their difficulties might be, the Canadian government was bound to assist them; as the government agents have by issuing their loans.

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The Canadian Pacific have been constructing and projecting the several railways described above—been long contemplating an extension from Woodstock to Hamilton. They are also contemplating an extension from London and Toronto to very considerable cost, and are pushing out in numerous other directions, which I need not here refer to. This being so, I feel that the British shareholders, in addressing you, ignore these questions of so much importance to the Grand Trunk Company; and I cannot avoid, therefore, alluding to the subject, and directing, in the absence of time keeping, I hope, within the bounds of prudence and good policy in doing so, I earnestly desire that all such questions between the two companies should be discussed without any personal feeling; and simply from a business point of view; but from that point of view we are bound in our own action and our own policy, to consider seriously what are the probabilities in regard to the future of our aggressive competitor.

You know that up to the present time the Canadian Pacific Company have been very successful in obtaining, as they require them, large measures of assistance from the Government, and they have also obtained, whenever they have asked for it, large sums of money from the British public; and I have already said that we do not know what the Canadian Pacific, but they are sure to get further assistance from the Canadian government which is bound to carry them through. There has been one fact, that whatever their difficulties might be, the Canadian government was bound to assist them; as the government agents have by issuing their loans.

You may readily understand that the subject of the Canadian Pacific and its relation to the Grand Trunk formed the subject of a great deal of anxious discussion between myself and Mr. Hickson and the Grand Trunk officials on my recent visit to Canada. I have not underrated the importance of this question, though I have not feared that the competition of the Canadian Pacific would be such a serious matter as some gentlemen—especially those who are sometimes interested in lowering the price of our securities—pretend to believe. But I have always held the same view, and I have said so. I have always said that the Canadian Pacific proper, extending from the Atlantic to the Pacific, and connecting various Canadian Provinces one with another, and establishing Canadian routes between the two oceans, was an object of Imperial as well as of Canadian importance, calculated to enlist our sympathies and our warmest wishes, and to ensure our co-operation; but when that laudable object was mixed up and combined with a series of projects through other portions of the Dominion, unconnected with the main object, and continuously competing with the Grand Trunk Company at every point, then we should have been more than justified in our feelings of indignation, and more especially so when Parliamentary sanction and Government interference were thrown openly and heartily in the scale against us, and when good faith and friendly relations were not always adhered to in quarters where such interference might have been most expected to prevail.

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