PER YEAR, STRICTLY IN ADVANCE, TO ANY ADDRESS IN \$1.00 CANADA, UNITED STATES, OR GREAT BRITAIN.

VOL. 35. **ASSURANCE FROM CHARLES M. HAYS**

Construction of Transcontinental Line Will Be Carried on From the Pacific Coast.

A Comparison of C P. R. and G. T. P. Contracts by a Rail road Authority-Rousing Rally for Liberal Candidate in the A. O. U. W. Hall Last Thursday Night.

Montreal, Que., July 12th, 1904.

Dear Sir,-In reference to your inquiries as to probable date when construction on the new Transcontinental line will begin on the Pacific coast, I beg to say: That surveys have not yet reached that stage of completeness to enable me to fix any definite time for commencement at either end of our road.

With regard to the Western end, there are many things to consider, including the important question of harbor facilities, and the nature of the country through which the road must run is such as will necessarily consume considerable time in perfecting surveys and locating the line.

I may say, however, that it will be the policy of the company to diligently prosecute to completion the surveys which have been in operation for over a year, and so soon as the progress of the surveys in British Columbia will permit, CONSTRUCTION WILL BE COM-MENCED FROM THE PACIFIC COAST END OF THE ROAD AND BE CARRIED ON CONTINUOUSLY IN AN EASTERLY DIRECTION UNTIL THE ROAD IS COMPLETED. In fact, such action will be necessary to complete the road within the time limit.

I think this covers the points you raised, and that a more definite eclaration cannot at present be made.

Your reply in the Senate to an inquiry on the subject seems to cover the ground fairly and accurately.

Yours truly, (Sgd.) CHAS. M. HAYS. Hon. Senator Templeman, Ottawa.

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The meeting held in the A.O.U.W. hall | the government of the day, Mr. Paterson n Thursday in the interests of George showed, been anxious to serve the coun-Riley, the Liberal candidate, was a de- try it would have accepted the cheque cided success. The pall was well filled. for \$1,395,000 which the company would The speeches were followed very atten-they be audience. There was mani-pany to forfeit it had it been a bogus fested an entire absence of any attempt company. The Grand Trunk Pacific would cost Pacific railway. by the speakers to take undue advantage not more than \$13,883,050 to the taxof their opponents or in any way to mispayers of the country if even the figures represent Col. Prior and the party he represented. T. W. Paterson, M.P.P., cost of the mountain section in British

spect to the Canadian Northern railway, in which he agreed to give a heavy subpon the ratepayers. Furthermore, Mr. Paterson showed that in the construction of the C.P.R. the Conservative government only pressed Conservative government only pressed time the contract was let. This would

vatives had wisely dropped this as an is-sue in the election. would simply call for Wynne and say, Victoria and on every political platform is there in this for Gawlor?" for the last 15 years that we were going of the Grand Trunk Pacific, and there the C. P. R. until that company has try had given rise to the increased ex-

Laurier government was in power there had been no charge of mal-administra-tion. He hoped the expenditures would

continue to increase in conjunction with increased revenues. The public debt of

Canada had not been increased one dol-lar by the Liberal government. There

had been a vast expenditure in opening up the Northwest, and the country was

Senator Templeman effectively

T. W. PATTERSON, M. P. P. liture in various departments. The Mr. Paterson said: "Mr. Chairman, ladies and gentlemen: I fiel very much nals had been deepened, railways had en aided, the Intercolonial had been honored in being called upon to address a meeting such as I see before me tobrought to Montreal, and in various other ways the expenditure had been made

TWICE-A-WEEK EDITION

VICTORIA, B. C., TUESDAY, OCTOBER 25, 1904.

no doubt about it. The greater. There had not been extrava-gance, however, and in all the time the to explain, or endeavor to explain the policy of the Liberal administration of this Dominion. I was going to say de-fend, but the course of the Laurier government in the past seven years during the time they have been in power rerailway. quires no defence, and it has been a sur-prise, not only to the Liberals and Conservatives generally, but it has been a surprise to the whole world when we come to see that the increase in the gen-Trunk Pacific the Liberals claim is a

now reaping the benefit of the policy of Hon. Clifford Sifton by an influx of a population of 150,000 a year. Hon. Senator Templeman dealt with years of Liberal administration has been more than equal to the increase of busi-ness for the whole eighteen years of Conservative administration, from which one must see at a clearer for the the benefit of everyone in the Dominion. It is fair to the Dominion and fair to the railway company, and it is immensely the subject of beginning construction of more than equal to the increase of busi-the Grand Trunk Pacific from the Pacific ness for the whole eighteen years of coast. In answer to the challenge of Hon. Chas. Wilson calling for the proone must see at a glance that there has been a radical change in the system of duction of any proof that the construct government in the Dominion to accomof the line would begin at the Pacific plish this. We find this increase has been taken notice of not only in Canada bargain I think it would be well to comcoast, Senator Templeman read a letter from Chas. M. Hays to the effect that as among ourselves, but in England and the soon as the progress of the surveys in British Columbia were far enough ad-United States, and in fact wherever Can-ada is known, and we find that Canada vanced construction would begin at the is accorded every credit and that it has Pacific coast, and be prosecuted conaffected her credit abroad. In fact, we tinuously as expeditiously as possible in an easterly direction. This was not given find that Canada has emerged from obscurity, for at the time that Sir Wil-frid Laurier assumed the reins of power as a hard and fast agreement by the Grand Trunk Pacific, but it was a decidin this Dominion, little or nothing was known about the Dominion of Canada edly pronounced promise by the president

utside of the Dominion itself, but now what do we find? We find that we rank posed the fallacy of the attempt of Col. as Prior and the Conservatives to make The Banner Colony better terms" an issue of this campaign. It would be difficult for Col. Prior to

of the Empire, and I contend that this is how he was any better friend of a record which the Laurier administration has brought about.

this than Mr. Riley. If "better terms" were granted it would be for all prov-"It is not necessary to go into the deinces upon a fair and equitable basis for all. He was not in favor of giving a ernment. It is only necessary to say that larger subsidy to British Columbia to be squandered by the provincial government. years under a Liberal administration His idea was that the government should than it did in eighteen years under the spend larger sums upon public works in Conservative administration. Now, the province. Works like the Fraser river bridge should be done under the Domin-idea that this was accomplished simply idea that this was accomplished simply by displacing one political party for another. There is no one need think that n government. The representatives of the Ottawa government from this province could be better entrusted to expend because the Liberals assumed the reins the money wisely upon the public works of British Columbia rather than commit rer an sidilar to be squandered by the Bride sources. He gave instances the aid the government had given Briof a poor business man, or make him manage his business only in a way that tish Columbia. Among these were the building of the Crow's Nest railway with he sees fit, but in the Laurier administra-tion it was accomplished in this way. the wise reservations made in connection

with it fixing the price of coal and the "Sir Wilfrid Laurier when he was called upon to form a government did Pacific. taking back of 50,000 acres of coal lands not form a government, as he might very well have formed one, out of the material frid Laurier complete the Grand Trunk

he had on hand, from men who had fought the battles of the Liberal party, who were fairly entitled to positions in his cabinet, and who might have been capable of administering those departments properly, but he went outside. He selected men of known ability, men who were known not only in this Dominion but all over the world, and who had a ed to form that cabinet

through the province of British Colum-bia. That is an assumed fact. There is road

\$2.00

Railway is Going to be Built.

The contract is signed, and men are atwork on it at the present time. I say that the construction of that road is the most important thing that has come up in Canada for the last 20 years sind the construction of the Canadian Pacific "Now, the bargain that has been made

eral business of Canada in the seven good one, and I think on the face of i that it is a bargain that will redound to the government was concerned, was free from taxation, and so far as any provsuperior to the bargain made by the Con of Canada subsequent to that act. No servatives who are criticising this, when the C.P.R. charter was before to tax the C. P. R., or any of their workngs, nor will any of the municipalities within that province be able to tax it. pare it, or to state briefly to you the That in itself amounts to an enormous terms of the original contract made by Sir John A. Macdonald with the Canasum of money, even in a few years. The lands of the C. P. R. in the Northwest dian Pacific Railway company for a transcontinental line, which is now pass-Territory, take for instance until they are sold or occupied, shall be also free from taxation for 20 years after the ing through this province.

"You will recollect that road was origigrant thereof from the crown. The Can-adian Pacific has been in operation more ally started as a government undernent commenced the taking. The govern than 20 years now, but they construction of that line, and it was car-ried on for some years as a government undentaking. It was, however, consid-Refuse to Pay Taxes

on this land, on the ground, as I under ered advisable, or in the interests of the stand it, that the land is not subject to Dominion of Canada, to build that rail-way, and a contract was let to the Can-sold by the company. It is now up be-to dispute them in the House, and only adian Pacific railway.

"I may say before going any further taken by the Dominion government. that a great many people in this coun- They are to decide upon that clause try and the Dominion generally are un-der a totally wrong impression as to now "Another advantage which the com-

what the Canadian Pacific railway is. When we speak of the Canadian Pacific 20 years from the date thereof, no line railway and the dealings of the govern-ment with the Canadian Pacific Railway of railway shall be authorized by the company we are apt to look at their whole undertaking as it is at the present south of the Canadian Pacific railway, from any point at or near the C. P. R., except such line as shall run southwest or to the westward and southwest; nor time. It is an enormous company. They have a very large mileage, some 11.000 miles of railway being operated by that to within 15 miles of latitude 49. And company. Now, we are apt to look on ince in the Northwest Territories, prothat as the original Canadian Pacific rail way that was to be built under the contract made with the Dominion govern until the expiration of the said period." ment, and looking at the

· Grand Trunk Pacific Railway

and what they are getting, the impression that remains in the minds of the people is that the Canadian Pacific was something greater than the Grand Trunk

ritory or boundary line, no connection with any American road was possible "Now, you will reconect with the original Canadian Pacific that the contract made with that company was to build a no company was able to build a line ine from a place called Callendar in On- within 15 miles of the American bound tame to a little over 2,500 miles. "You will recollect that the people of Company.

\$69,700 for Every Mile

sue in the election. He acknowledged that the Liberal gov-ernment had spent money liberally. The warranted this. The growth of the country had try had given rise to the increased prosperity of the country had warranted this. The growth of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had given rise to the increased prosperity of the country had try had by the the countr election that I recollect anything about shareholders of their company, and it the rates, and to show you that that offer in the last 14 years, but we have now a was their duty to make as good a bar-transcontinental railway about to pass gain as they possibly could with the gov-tive government of the day they deposited in cash with their offer \$1.395,000. The men composing that company were all Canadians. In the lot there were a

ER YEAR, TO OTHER COUNTRIES. POSTAGE PREPAPS.

AFABLE INVARIABLY IN ADVANCE

"But that was not all they got for constructing that line. We find on all the material that was used in the construcany undertaking that they might tion of that road they paid no duty. Further it was provided all their stations and station grounds, workshops, buildpose, and as a guarantee of good faith they put up this amount of money, and ngs, yards and other property, the deposit required from the Canadian rolling Pacific railway was only \$1,000,000. stock and appurtenances required and used for the construction and working "The Conservatives will tell you that

thereof, and the capital stock of the comthat was a bogus offer. If was : pany shall forever be free from taxation | bogus offer the best thing the Conservathe Dominion, or by any province tive government could have done was to hereafter to be established, or by any | take up their offer and have the com nunicipal corporation therein. pany forfeit their cheque of \$1,395,000 "That simply means that the whole of leposit if they did not carry it out. So the property of the C. P. R., so far as there is

No Excuse For the Bargain

NO. 55.

made by the Conservatives for the conices that are formed in this Dominion struction of the Canadian Pacific rail-way, and these men who made that barovince that may be formed will be able gain are on the stump throughout the Dominion criticising the bargain that is being made by the Laurier administra ion with the Grand Trunk Pacific, for a line from ocean to ocean. Remember this that Callendar, the starting point of the Canadian Pacific, is at a point 360 niles west of Montreal.

"The present Dominion government's arrangement is for the construction of a railway from the Atlantic to the Pacific Coast, and the taxpayers of the Dominion will not be taxed more than \$14,000,-000. The men who appear on the platform in favor of the opposition may figure as they like, but they cannot dissold by the company. It is now up be-fore the courts, I believe, on a test case by misrepresentation can they dispute them on the platform.

> "No doubt the terms of the Grand Trunk Pacific contract is probably known to a great many of you, but in speaking of that question we might probably just as well begin at the beginning and see

ion parliament to the constructed What the Grand Trank Offered when they approached the Dominion government first for the construction of this line, and which Mr. Borden, the

leader of the opposition, claimed that the government should have taken up. the establishment of any new provdon't know whether he claims that now, but he claimed it at one time. The provision shall be made for continuing such position that was made at first was to have the line built from North Bay, prohibition after such establishment

Ontario, to the Pacific Ocean on these "That meant that the Canadian Paterms! ific railway were given the monopoly "I will read you a few paragraphs to

of the whole business in Manitoba and the Northwest Territories. No line was show you what they really did ask; (a) That the Dominion government will grant a cash subsidy to your petitioners of \$6,400 per mile of railway, and in addition 5.000 acre sof land per mile.

(b) That the payment for the carriage of the mails shall be calculated on the same basis as provided for ,under the contract made with the Canadian Pacific Railway

a total length of a little over 2,500 miles. Out of that 2,500 miles the Canadian government had under construction, and did complete the construction of 643 miles, leaving a balance of some 1,957 railway. Now, that is all the construction railway. Now, that is all the construction railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific railway. Now, that is all the construction the Canadian Pacific rail-the Canadian Pacific railway, and all stations and station grounds. work shops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the company, shall be forever free from taxation by the Dominion or by any province hereafter to be established, or by municipal corporation therein; and the lands of the company in the Northwest Territories (until they are either sold or ccupied) shall also be free from such taxation for twenty years after the grant thereof from the crown. "You will see that that is a very simibring in all their fish plates and steel lar arrangement in a great many ways rails, and everything that was required to that made by the Conservative government by Sir John Macdonald as leader, and the Canadian Pacific railway, but the government of Sir Wilfrid Laurier would not consent to entertain that proposition. "In the first place the proposition was to build a line from North Bay, which is practically the same point on this line duty over their whole line. "Another advantage in favor of the Canadian Pacific that they had at that time was that if they should at any Callendar was on the Canadian Pait was absolutely necessary that a road should be built, but when that road was built it must be

Senator Templeman touched briefly Col. Prior's great railway policy with rerepresente Cont. T. W. Paterson, M.P.P., and Hon. Senator Templeman were given nearly the entire evening to themselves. Mr. Riley, in order to allow these two Mr. Riley, in order to allow these two full time, cut his remarks very short, and Chas. H. Lugrin gave way also. The addresses made by Mr. Paterson and Senator Templeman were appeals to the good judgment of business men. The reactical manner in which the governard similar to the contruction of the govern-ment of Sir Wilfrid Laurier had handled the country's affa'rs was brought to the attention of the audience, and on those rounds the continuation of support was , the standard of the Union Pacific at the The meeting was presided over by Richard Hall, M.P.P. With him on the platform were Dr. G. L. Mülne, Col. Gregory, Dr. Lewis Hall, Jas. Bell, W. Di Worksham, Jass Bell, W. Ditchburn, L. W. Conyers, Jas. Pat- was that the C.P.R. was a railway which terson, Jas. Tagg, Hon. Senator Temple-man, Wm. Turpel, J. D. McNiven, M. the Pacific coast. At the Kicking Horse P.P., Capt. Wm. Grant, T. W. Paterson, M.P.P., Dr. Jones, Chas. H. Lugrin, S. Johns and W. G. Cameron, M.P.P. Grand Trunk Pacific, it was agreed, Grand Trunk Pacific, it was agreed, Johns and W. G. Cameron, M.P.P. Mr. Paterson, whose knowledge of transportation matters is of the most practical character, went very fully into the subject of the Grand Trunk Pacific coast. This would be a road with not the subject of the Grand Trunk Pacifie coast. This would be a road with not with the railway policy. Victorians had shown that they were not prepared to the Canadian Pacific railway contract, and drew comparisons between the two, which showed that that entered into by the Laurier government was decidedly more in the interests of the country. He showed that the C.P.R. contract and the charge made upon the people of the coun-try was very much misunderstood. The C.P.R. began construction at Callander in Ontario, and built westward, the total distance built by the company be-ing only about 1,900 miles. The remaining 650 miles was built by the covernment. He showed that for build-ing that portion the company received the Canadian Pacific railway contract, result would be that this railway would that portion the company received per, who strongly denounced this system fore closing he referred to the loyalty of the Liberal party to the flag of the counthe was easily worth \$3 an acre. But a railway by a government commission try. There was no other flag which he its majority will be larger than it even would want to serve under or would like has in the past term. (Loud applause.) I to import all its materials used in unsatisfactory. ruction free of duty, and enforced Referring to British Columbia he la-flag of Britain.

o point of commencement. (Sgd.) THOS. JONES. h. 1904. ter date we intend to anot ioner of Lands and ion to lease 160 acres of lands, comprising part of iship 4, Rupert District, to azing cattle. ELIJAH BARNETT. JOSEPH SHELFORD. CANS SECURE THE NAHMINT MINE Syndicate Will Develop Wellnown West Coast Property. hmint mines near Alberni have over by a Portland syndicate ends developing them and instiations on a large scale should prove what is expected. A. C. was among the passengers ara the West Coast by the steamer on Monday morning, has been superintendent. While at Alberni made a thorough examination perty, blasting away the surface ing purposes. The result of this has been the determination to loping immediately. Regular will commence just as soon as ers are certain that they have a osition. ation on Tuesday Mr. Cabel that he had taken away specie ore and that the percentages even higher than was looked he did not place too much relithis, as it had only been taken surface. Before the company ire that the mine would develop fitable concern there would have her preliminary operations. Cabel proposes to commence elay. He is here for the purpose ng from six to ten miner They will return to the West the next steamer. If his reports le, it is probable that machinery stalled and a mining business of ortions commenced. This at hat Mr. Cabel and others interpate. blishment of the Nahmint Minany on a firm basis should inperity throughout the Alberni nce the Hayes mines have been wn it has been repeatedly reportiness is exceptionally dull along Coast, especially from a mining The opening of the Nahmint the way for the commencement ns on other properties. n the employment of more men irculation of money, which, under nditions, would prove an inestimto residents of Alberni district.

Co., Ltd.

ISLAND, B. C.

THOS. KIDDIE

Smelter Manager.

hite Labor.

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Victoria, B. C.

AWRENCE:-

onclad" Overalls

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that should you fail on of expenditure for year ending Sept. 11th, ms Cascade and Forest s of Chemainus River, te will be forfeited in d for by statute

ed for by statute. A. R. SHERK.

intends to apply toner of Lands an

situated on the righ River, Coast District

Commencing at a post intosh, S. E. corner (ad-

S. W. corner, about on west of Kh-yex River

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W. D. M'INTOSH.

ereby given that sixty days intend to apply to the Hon. ommissioner of Lands and

rmission to purchase ille fol-bed tract of land situated on Portland Canal. B. C., Ceast

site Salmon River, commenc-marked G. C. S. W. C., thence

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GRAHAM CHAMBERS.

rs after date I intend to apply ef Commissioner of Lands and permission to purchase 320 acres ore or less, commencing at the orner of the Indian Reserve at thence south 80 chains, thence then or south 80 chains, and the neith of commercement

to purchase the fol-

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Sons Wanied with Enowledge of farm an office, so a month with advancement ployment; must be honest and reliable ces of the association are being established Apply at once giving full par RINARY SCIENCE ASSOC'N. London.

for years after the road was built. and was also exempted from taxa-for twenty years, and the company

deavoring to interpret this as province needed him. It was a province said that after the speech of such a cele-years after it pased from the com-which prospered in spite of bad govern-brated orator as Sir Chas. Hibbert he ore the guarantee of ment.

rerest at 314 per cent. on \$15,000,-bonds was enforced by the com-refore it relinquished other privi-interfore it relinquished other privi-The contract entered into was not with respect to its policy. The question puller." "t which could have been arranged of protection, which had up to about six "No one would describe Col. Prior as

ne. months ago been the main issue between a wire puller," said Mr. Riley. "Nothing the parties, had been dropped. The less than a cable would do him." (Ap-The company had offered to build the parties, had been aropped. The less that a case would do find, the parties, had been aropped. The fees that a case would do find, the parties are the work to be no re-dertaking that is of vital importance to be no re-dertaking that is of vital importance to be no re-dertaking that is of vital importance to be no re-structions as to taxation; their property and the work to be no re-dertaking that is of vital importance to be no re-structions as to taxation; their property and the work to be no re-less in hand, and there were to be no re-structions as to taxation; their property was to be subject to taxation. And I made this contract with the C.P.R. is

carry out its engagements. Had had proved so successful that the Conser, seeking contracts," said Mr. Riley. "He at every political contest in the sty of criticising the contract made by the Lau-

the province of a single dollar or an acre in the minds of not only the Liberals of Before the meeting closed Chas. H. Lugrin, who had returned only yesterday

from the northern part of Ralph Smith's constituency, told of the success which was attending that candidate. He asked those in the southern part of the Na naimo constituency to do their part in Mr. Smith's interests and the latter would be returned by a handsome majority.

THE CHAIRMAN

In opening the meeting R. Hall, M. P. the chairman, said that the purpose of the meeting was to discuss public inion, but the world. questions, and particularly that dealing

support any party from pure partizan-

to see his sons serve under except the,

MR. RILEY. naturally had some little diffidence about

It Inspired Confidence

the Dominion of Canada, but in the minds of the Conservatives, and every individual in this Dominion. Everyone felt confident that under such an administration as that formed by Sir Wilfrid Laurier that no one, be he friend or foe to the government, was going to suffer. They felt certain that the affairs of the Dominion of Canada were going to be

administered by capable men. "Take the reputation of Sir Oliver Mowat, for instance. His reputation was world wide as one of the best constitutional lawyers, not only in the Dom-

"Our minister of finance, Mr. Field-ing, has had the record of being not only sidered to be worth \$3 an acre, amounting to \$75,000,000. Now, in speaking of the value of that land it is no mere the best financier in the Dominion of Canada, but on the continent of America, guess work, because when Lord Mount Stephen applied to the Dominion government for a line in 1884 he stated that the average price received by the company for land already sold up to that time had been \$2.62 per acre. In 1892 dence, and was the means of bringing about the prosperity which we have en-Mr. Van Horne stated that the average price had been \$4.05 per acre for land sold by the Canadian Pacific, so you will see that the price of \$3 an acre is under, instead of being over the mark. They received \$75,000,000 worth of land, and \$25,000,000 in cash, and 643 miles of completed railway, which cost the gov-ernment of Canada \$35,000,000. Now for will be that they have every confidence in Sir Wilfrid Laurier and his party, and the whole line, according to that esti-mate, they received \$135,000,000 for building 1,900 odd miles. Now the sub-sidy per mile, figured in that way, which its majority will be larger than it ever "Now there are several issues in this campaign that no one can dispute is fair, amounts to a sum of

Are of Great Importance

Geo. Riley was the first speaker. He to the Dominion of Canada, and in which to the Dominion of Canada, and in watch this province is very much inferested. One of these I propose to touch upon briefly to-night. There are others equally important, but they will be taken up and dealt with in a much better manner than the other watches and the state of the

"I wish to allude to the construction of the new transcontinental line, the Grand Trunk Pacific. That is an un-Lake Superior down on the North Shore

work the Canadian Pacific ever carried | Dominion government had to

out for the bonuses that they received Make an Arrangement

from the Dominion government. If we run away with the idea that the whole with the Canadian Pacific railway to get rid of that monopoly clause, and in or-der to do that they had to guarantee a Canadian Pacific scheme was built ou the bonuses received from the Dominion loan for 50 years at 31/2 per cent. inte government, those bonuses don't look very large, but when we take into conest on \$15,000,000, taking as security the sideration the fact that only 1,900 odd unsold lands of the company. It is miles were built by the C.P.R., we find quite possible that that loan, I suppose, will be paid by the Canadian Pacific Railway Company, but it is questionable that the subsidies they received were very large. "In order to secure the construction whether they will have any lands to sell 20 years after that loan was obtain-

of that road the Dominion government gave to the Canadian Pacific railway ed, or when this bond expires. \$25,000,000 in cash; they gave them al-so 25,000,000 acres of land, and they "Now they were also permitted to turned over to the railway company 543 miles of completed road. Now they got in the construction of the Canadian Pacific, free of duty, and in fact many years twenty-five million dollars in cash; they got twenty-five million acres of land, after the line was constructed the bridge material that was brought in for renew which at a fair valuation would be coning the bridges that had run their life

was also admitted free of duty by the government. The government allowed them to bring in those things free of duty over their whole line, time bring in a large quantity of rails in advance of the time when they required them for the construction of the

railway, the government of Canada advanced them, paid them in cash, threequarters of the cost of those rails, no natter how long they were brought in

between Callendar and Port Moody, and little was known about the character of the construction of the road or th. Northwest Territories. If that had been the best that could have been done the government might not have been to blame so very much, but it was not the

"When this matter was under consideration by the government they

Received a Second Offer. The portions built by the C.P.R. in British Columbia is no doubt heavy That offer was made by a responsible Canadian company, and they offered to build the line for three million dollars less in cash, and for three million acres tract, as you all know, the government

A Road on Canadian Territory

running from an ocean port on the Atmatter how together at the time, as there plause.) And so far as the granting of lantic to an ocean port on the Pacific and that the whole business of Canada land to that company was converned they said no, we will not grant an acre of land for the construction of that or any other line, but the proposition that was finally agreed on was that the line should be built by the Dominion government from the Atlantic ocean to Winnipeg, the Grand Trunk building from there West.

"The portion of the line across the prairies, about 1,100 miles, the cost of that is estimated at \$13,000 a mile, the government guaranteeing 75 per cent. of that amount and no more. The cost of the line through British Columbia, which is 400 and some odd miles-the mountain section of British Columbia is 480 miles-is expected to be \$50.000 a mile, and the government of the Pominion guarantees 75 per cent, of that amount, or they guarantee 75 per cent.

(Continued on page 5.)