

(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 Company.

(c.) That rails and materials of every kind used in the construction of the railway—if dutiable—shall be admitted free, if such material cannot be obtained in Canada upon equally favorable terms.

(d.) That the Grand Trunk Pacific Railway, and all stations and station grounds, workshops, 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 any municipal corporation therein; and the lands of the company in the Northwest Territories (until they are either sold or occupied) shall also be free from such taxation for twenty years after the grant thereof from the Crown.

Your petitioners ask that your Government will give the prayer of this petition their early and most earnest consideration.

And your petitioners will ever pray.

On behalf of the petitioners,

GEO. A. COX,
CHAS. M. HAYS,
WM. WAINWRIGHT.

POLICY FOR EVERY DAY IN THE WEEK.

The leader of the Opposition had, therefore, the following policies:

- 1st.—In 1903 were the water routes, lake, canal and river.
- 2nd.—The extension of the Intercolonial Railway to Georgian Bay, and thence to Winnipeg.
- 3rd.—To give assistance to the Grand Trunk Pacific.
- 4th.—Control of rates in return for reasonable public aid, also the extension of the Intercolonial as a Government road, and free it from Government control.
- 5th.—The extension of the Intercolonial across the continent "owned and controlled by the people."
- 6th.—To aid the Grand Trunk to build from North Bay to the Pacific, as they wished.

RECORDED IN HANSARD.

All of these various proposals will be found registered on the pages of Hansard, page 9001, vol. IV, Hansard 1903, on April 5th, 1904, and finally the issue of Hansard dated May 26th, 1904.

It will be noticed that in all his various resolutions and amendments, the Opposition leader is careful to avoid the use of any expression indicating Government operation of a railway, which is the essential part of what is commonly called a State-owned road. The Eastern Division of the Grand Trunk Pacific would be called a Government road in the sense that Mr. Borden uses the term, as it will be owned by the Government, but it will not be operated by it. It will be operated by the Grand Trunk Pacific as part of a system having many ramifications. Mr. Borden seems to be willing that the people should take his socialistic expression "controlled by the people," as meaning that he is in favor of not only building