

should be ejection from office so that Governments may understand that they cannot promise and profess one thing and do another in office—that they cannot with impunity violate principles which they themselves professed to teach the people to regard as sacred in the interests of the commonwealth.

A NEW TRANSCONTINENTAL RAILWAY.

So far as the whole of the Dominion of Canada is concerned another great issue has arisen out of the proposal of the Government to build a second transcontinental railway to be known as the Grand Trunk Pacific Railway. The terms and conditions upon which this railway will be built, if the Liberals are returned to power, are fully explained later on. Briefly the Government builds one section entirely and leases it to the Grand Trunk Pacific Railway. In respect to the other portion, which is the only valuable portion, viz., that from Winnipeg to the Coast, the Grand Trunk Pacific Railway will own and control it absolutely, but the Government guarantees the greater part of the cost. The policy which Mr. Borden and the Liberal-Conservative party advocates, is that if the Government—that is the people—are going to be liable for nine-tenths of the whole of the cost then the people should own it and control it entirely. Moreover, over 1500 miles of the eastern or Government owned section will be practically useless. It is built through an uninhabited and largely barren country, and what effect it will have will be to parallel and compete with the Intercolonial Railway at present owned by the Government and carried on by present methods at an annual loss. The remarkable nature of the proposal is rendered still more remarkable from the fact that the Government has permitted the Grand Trunk Pacific Railway to acquire the Canada Atlantic Railway, which deprives the Intercolonial Railway of any hope of an outlet from Montreal west and renders hopeless all probability of the line ever being made to pay—an instance analogous to a man who, with one arm, paralyzes and destroys the other.

THE EASTERN SECTION AN INCUBUS.

The eastern section was not wanted

by the country. It was denounced by the Minister of Railways in the Liberal Government and it was privately opposed by the promoters of the Grand Trunk Pacific themselves. It was, however, the bribe to the Liberal members of the Maritime Provinces and Quebec for their support of a measure for a new railway, who refused to extend the same unless a large share of the benefits of construction was derived locally by the expenditure of over \$50,000,000. That portion of the scheme will ever remain an incubus on the country's resources and a political disgrace to the men who "held up" the Government to obtain it and to the Government that yielded to the unholy pressure.

THE LOCAL PHASE OF THE G. T. P. CONTRACT.

As an instance of the way numbers exercise an influence, the experience of British Columbia in connection with the Grand Trunk Pacific may be referred to. The promoters, who could not resist the pressure from eastern Liberal members referred to, would not permit the Government to insert any conditions as to time and place of construction in British Columbia, and were, moreover, able to have the time extended for completion to this coast for three years. The political influence of our representatives was not strong enough to insist on construction beginning at the Pacific coast simultaneous with construction at Winnipeg. Nor had they backbone enough to oppose the Government in its refusal to insert a clause to that effect. Senator Templeman placed a notice on the motion paper to make provision in the Grand Trunk Pacific legislation for such construction, and, although a member of the Government, was obliged to withdraw it. As a consequence the whole incidental benefits of construction within the Province will be lost to the people of the Province. The object of the Grand Trunk promoters in opposing the proposed clause was, of course, to enable them to come to the Legislature of British Columbia and demand a subsidy for beginning construction at this end at the same time as at Winnipeg. It is true that Hon. Mr. Prefontaine, the Minister of Marine and Fisheries, when on the coast, announced that construction would begin at this