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developing a railway system which held in trust for the people all the profits of operation, and all the growth in value due to the earnings of the people, Canada was placing in the hands of private persons, to use for their personal gain, a national prerogative the misuse of which was sure to pollute her public life.

Grand Trunk a Rotten Mix-Up

In the Canadian Railway Act of 1850 there was a provision that the Grand Trunk Railway could be built as a government work and perhaps the suggestion arose out of the conditions of things in England. Why was it not carried out? At the time of the issue of the Grand Trunk charter Sir Francis Hincks was inspector-general, or as we would now say, minister of finance, and went to England to obtain money for the road. Looking behind the official reports of his mission it was discovered four years afterwards that Sir Francis had made a deal with the financiers and contractors by which they gave him stock to the value of £50,400 in the company in which he was already interested as a promoter, and that before he left England these shares were converted into cash. Other charges were made against him, one of which was that he and several of his colleagues had taken advantage of their official knowledge to get possession of lands which would become very valuable when the line would be located. The charges were brought up in the legislature. Altho the speaker of the house, the Hon. John Ross was himself president of the Grand Trunk, the public indignation was so great that the accusations could not be ignored, and a committee of investigation was ordered. The charge was that Hincks had corruptly bargained with the English contracting firm of Peto, Brassey, Betts and Jackson for the bulk of the stock on condition that they were allowed to practically fix their own prices on construction work, to cover the bribes taken by the members of the government. Sir Francis Hincks who was now prime minister, made different explanations which were quite inconsistent with each other. The committee reported that the stock had been put to his credit "without his knowledge," but this did not tally with one of his own explanations, which was that it had been taken "in trust for allotment to parties in Canada who might take an interest in the company." If this was correct then he was speculatively holding stock the value of which would depend on legislation in his own control as premier. Considering the extent to which members of the government were involved it is not surprising that the committee failed to see evidence of corruption. Of the nine directors of the Grand Trunk, whom the Canadian government had power to nominate, eight were known to be representatives of the English contractors. Besides Hincks and Ross there were Sir E. P. Tache, who became speaker of the upper house; James Morris, who was postmaster general; Malcolm Cameron, president of the council; Sir Geo. E. Cartier, afterwards premier and at the same time chief solicitor for the Grand Trunk; Peter McGill, and others. Various sums, totalling £3,111,500 sterling were voted as gifts to the Grand Trunk, and when one of these items was being voted on the votes of Holton, A. T. Galt and Angus Morrison were challenged on the ground that they were railway contractors or shareholders. The motion was voted down by a majority which comprised the names of the ministers and members who were themselves, in violation of parliamentary rules, shareholders in this and affiliated railways.

The Put Over On Toronto
The case of the Northern Railway

(afterwards the Toronto and Collingwood branch of the Grand Trunk) may be cited as an example of the way in which the municipalities were exploited. When that line was projected in 1850, the City of Toronto was approached for aid. J. G. Bowes, the mayor, was made a director, and he and the officials, without the required authority of the citizens, gave a valuable site for a station with a free right-of-way in, and a cash gift of £25,000, to which next year was added, nominally as a loan, but in reality a gift, of £35,000 more. To cloak the scandal that was caused, a bylaw was illegally passed to cover the advances made, and when the irregularity was challenged, a bill was introduced thru the legislature to blanket these transactions by a loan of £100,000 for the ostensible purpose of consolidating the city's debt. Sir Francis piloted the bill thru and it was so worded that the debentures which were for twenty years had to be paid at once. It was then discovered that Hincks and Bowes had already, before the bill became law, bought in these debentures at less than their face value. Then it came to light that Bowes and Hincks had bought up from the contractors, at a heavy discount, the very bonds that had been originally issued to aid the railway, and made such use of the local bank that neither of them had advanced any cash to accomplish this purpose. The case was brought before the chancery court where Hincks and Bowes admitted their share in the transaction. Again charges against Hincks were made before an investigating committee, but this committee could not see that Hincks had used his influence "as a minister of the crown." This time the matter was carried to the Privy Council, and there the offense appeared in its true light and was denounced as a corrupt bargain.

Levying Mail Charges

In 1853 practically the whole board of directors of the Grand Trunk was represented in the members of the cabinet and it was at this time that they raised the rate for carrying the mails from \$25 a mile to \$110 a mile per year. The Hon. Malcolm Cameron, one of the board of the Grand Trunk directors, became postmaster general on August 17 of that year, and on the same day the company held its meeting at the capital and graciously agreed to "accept" the increase for the carriage of the mails. Then the meeting adjourned and the directors resumed their work as members of the government. The Hon. Mr. Galt afterwards spoke of the rate of \$110 as having been "agreed upon by the government," when as a fact, there was no record of any agreement on the side of the government except the knowledge of what took place at the meeting of the same gentlemen as directors of the Grand Trunk. When this was exposed another committee of enquiry was held, and a compromise was offered by the new government of \$70 a mile and this would probably have stood had not the Grand Trunk in 1862, presumed to take the matter into its own hands and demand a new scale which in its practical working would amount to rates from \$300 to \$850 a mile. The manner of presenting this claim was so offensive that the government stood out and reduced the rate to \$60 a mile.

These are but random illustrations of what went on in the early years of railway construction in Canada. Fortunately for the public life of Canada no subsequent prime minister ever so scandalized and betrayed the people who had made him the chief guardian of their public affairs. He had dishonored his high office by taking bribes and levying blackmail upon railway promoters and contractors. That was an evil which, to a great extent, was interred with his bones; but the greater evil which he established to live after him, was that a prerogative, involving the greatest of all taxing powers was given over to a few citizens for their personal profit. It violated the first principle of representative government. He made it easy for a member to do wrong under cloak of promoting the country's progress, whereas the purpose of public law is to make it easy for a man to do right, and to make the way of the transgressor hard.

Romance

people being shan't be in of clothes. about the v shall need a "No-o." a think not. travelling d if you are i suit with the to the meeti gress of Far good enough. Well, you Alice wrote England. I ot it.

The Emb

"If I ever cars," she w Jeff's, as he they are so the pickle h have to forg ceived me a idea; an w prepared, to be a mystery explain every see the perf into which b "I won't Liverpool, be to tell. We east from L by train, an little village of the pict only differer station by a big roomy c little dismay dres. He se I could see t because he e and Jeff call him that Ma the cart wit find room for I thought it family came back for us; not to be su the prettiest tween the gr turned in, at with a great "This is said Jeff.

"A very 'Do your folk "Yes," sa they live—" humming and to the door, opened it, lit the cart and ushered into much ceremon governor's re "Well, Aus Jeff's old bos why he was ago; and I c comforted wh the only th for him to p used to live. And his peopl find that mic some pretty class just bel cal standing foolish and world! But I clothes. Wh been welcome the family—a warm—we w such beautiful the maid—the —I have cou new ones all t dinner hour. that you and good enough—and every mar ing dress, and I felt like do them: they ne

A Ho

"After dinn to see me, and while I sai wouldn't for t anything else have an expla make of you."