

THE SINNER.

That is the prayer of the sinner "*in extremis*." When the government, inserted that clause, they put it in, as a pious supplication, that the people of Canada would not look at their infamous transaction and criticise it too closely. The merchants of Nova Scotia, know exactly the meaning of that clause and not a man of them will be deceived. The Prime Minister told us, that the mixing up of the Grand Trunk Pacific Railway, with the old Grand Trunk, was a strong point in his scheme, but I say it is a wretched blot upon the scheme, both from the financial and national point of view. The Grand Trunk Railway Company is a bankrupt concern; it does not pay interest on its securities. It has been a defaulter for thirty or forty years; and when a company cannot pay a hundred cents on the dollar, it does not give weight to any financial scheme. The whole contract, is an exploitation to get the votes of the Grand Trunk, and nothing more.

A STRIKING COMMENTARY.

What a striking commentary, that routing clause is, upon an ocean-to-ocean line. If this had been really an ocean-to-ocean line, that foolish clause would not have been necessary. I think my hon. friend from Hamilton (Mr. Barker), in the course of his able speech, suggested that every official of the Grand Trunk, would use his influence to have the freight routed in the interests of the company. I think that is a very mild suggestion. I think no official of the company, in the North-West, will have to mention anything of that kind to any man there. I lived in the North-West and had to do business with the Canadian Pacific Railway, and I had to study the interests of that company and inquire how my

interests would be served by serving them. Every man, and every child, in the North West, doing business with the Grand Trunk Railway, will know the effect of this routing clause—will know that the Grand Trunk are compelled to accept the same rate to Halifax as to Portland; and therefore every man will know, that it is in the interests of the Grand Trunk, to have the freight, routed to Portland, and will act accordingly.

TELEGRAM FROM HALIFAX.

I received to-day a telegram from the Board of Trade of Halifax, which I will take the liberty of reading :

Halifax, N.S., Aug. 31, 1903.
S. E. Gourley, M.P.

Ottawa.

Halifax Board of Trade reaffirming resolutions of May 23rd and July 22nd, urges that government embodies in contract that Grand Trunk Pacific line between Moncton and Quebec must be built concurrent with Western divisions, and further urges that clause relating to routing of shipments be so amended that all shipments originating in Canada for export must be carried through Canadian termini summer and winter.

J. E. DEWOLF, President.

CHAS. M. CREED, Secretary.

Every man in the Halifax Board of Trade, is fully aware that this routing clause is a fatal error; and they ask that it be made absolute and imperative, otherwise it is not of the slightest use to the maritime provinces.

AN AMENDMENT.

I have undertaken to put an amendment on the Order paper, to that effect, which I intend to press, and which I hope will meet with the approval of the government.