

“ of the labour and materials that will be required for the
 “ construction of the railway, and in consequence of the
 “ traffic that will come from it.”

The Grand Trunk Company has opposed, and protested against, monies given for the construction of the Canadian Pacific line being diverted to the building up of unnecessary competitive lines, the capital for which lines, if they were to be constructed at all, should, it is claimed, have been provided by private enterprise.

I need not point out to you that as the largest tax payer in the Dominion, the Grand Trunk Company is in the exercise of its legitimate and constitutional rights when it makes such a protest. The Company may fairly claim to have as much right to be heard on such a subject as Mr. Osler and those who are associated with him.

The cry of monopoly is raised against the Grand Trunk, but are not Mr. Osler and his friends making the most vigorous efforts to establish just such a monopoly as they very unfairly charge the Grand Trunk with desiring to establish in Ontario. You have probably not forgotten that when last year a bill connected with the Canadian Pacific was passing through its various stages in the House of Commons, a proposition was submitted to have inserted in it a clause securing for traffic going into Manitoba and the Northwest territories by way of St. Vincent, as favorable rates as should be given for traffic going by way of Nipissing. This clause was promptly rejected, and the Company was prepared to withdraw its bill rather than accept such legislation.

Now it is pertinent to enquire what this really meant so far as Ontario is concerned.

If the Grand Trunk Company is not to be allowed to compete for traffic to and from Manitoba and Ontario, I would ask what competition is likely to take place?

The lines which the Canadian Pacific Company is seeking to control may give that company the opportunity of carrying Ontario traffic to and from the Northwest but how competition which Mr. Osler appears to so much de-