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SIR THOMAS TO  
SIR WILFRID

C. P. R. President Writes Canadian Premier on the  
Railway Situation--Blames Grain Act for  
Part of Trouble

In a letter to the Canadian premier, the president of the C.P.R. discussed the transportation question and the cause of the trouble.

The following is Sir Thomas' story: "I saw the other day newspaper reports of a meeting of the Winnipeg board of trade at which the railways were severely criticised for the failure to furnish cars and remove traffic with suitable promptness, one member attributing the alleged shortage of cars and other facilities to the fact that the transportation companies were filling their own coffers while neglecting the country, and I believe that similar meetings were held at other points and representations made to the government so that the subject is likely to receive some attention from parliament."

"Therefore I feel justified in placing before you some information that may be of use in dealing with a matter of such importance to the business community and the transportation companies as well."

"We recognise to the fullest extent the obligations imposed upon the railway companies that receive from parliament their charters and attendant privileges, to serve the public well and truly, and if, through any fault of their own, they fail to do this they deserve the severest criticism."

Traffic Exceed Facilities "I do not believe that there is any disposition on the part of our Canadian railroads to deny the facts. They admit, I think, that they have been unable at times to move all the traffic with a desirable degree of promptness, because the volume at such times was in excess of their facilities, and they may properly be asked why was this cause? Why have you not the requisite facilities? The shipper must depend on you and if he has goods ready to forward, it is your office and your duty to transport these without delay."

"In the present instance the railway companies call attention to the abnormal development that has taken place in the country during the past five years. A development that has not only resulted in a vast expansion of traffic to be transported, but has increased a hundredfold the difficulty about getting men and material to do the work necessary to enable the railways to handle it."

"Cars and locomotives were not the only essentials. Increased crossing sidings were required, so that a greater number of trains could be moved over a given section each 24 hours. Terminal yards, roundhouses, shops and freight houses had to be enlarged, and additional water service had to be provided. Then there was the roadbed of the railway to be strengthened and improved, in order that it might be able to bear the strain of the additional tonnage that it was required to carry, and a thousand and one other works were rendered necessary."

Increase in Equipment "Have our railway companies been executing these works during the past five years, or have they, with indifference to public convenience and for their own increased profit, been taking advantage of the great augmentation of the revenues resulting from these brisk business conditions without spending the money necessary to do whatever laid in their power to provide the additional rolling equipment and the requisite extension of their facilities to meet the situation?"

"I can answer only for one railway company. At the end of the year 1901 the Canadian Pacific Railway Company had 712 locomotives and 22,473 freight cars; at the end of 1906, five years later, the company had 1,204 locomotives and 37,467

freight cars, or about 70 per cent increase in each case, without taking into account the fact that each car and each locomotive was of a much greater capacity than those previously in service. These with the passenger cars and other rolling stock equipment purchased and built, or in process of construction at the end of the year represented an expenditure approximating 128,000,000."

"During the same five years the outlay for other facilities, such as line improvements, shops, roundhouses and other works calculated to facilitate the operation of the line, was about \$44,000,000, or a total of seventy-two millions, and these figures, understand, are quite exclusive of thirty-five million dollars spent by the company in these same years for the construction of new railway lines to further develop the country, and for steamships to strengthen Canada's position on the Pacific ocean. For these latter purposes another class of security is issued, while the cost of equipment and additions and improvements was met by the sale of the company's capital stock, which realised more than its face value, and by appropriating from the company's cash reserves. So that in those five years, in their endeavor to meet the most gratifying growth of the country's business, the shareholders of this company put back into the property cash to the large amount of seventy-two million dollars, an average of over fourteen million per annum, or about two and one half times the sum they had received during the same period in dividends on their shares."

"Then one takes into account the labor, the material, and the organization necessary to judiciously expend such a vast sum of money in five years, the marvel is that so much was accomplished. But more would have been done if it were possible. Indeed, several large works, for which money had been appropriated last year were not carried out because of our inability to get them completed. We have on order today, for delivery during the next four or five months rolling stock equipment to the value of \$11,808,751 and we hope to have it all in service before the autumn business commences to move. So that you see, there has been no disposition on the part of the Canadian Pacific to shirk its responsibilities or to fill its coffers to the neglect of the country. During the execution of some of the delayed. The second track now built between Winnipeg and Port William will be a source of very great convenience when completed, but in the process of construction, the blasting of rock and the movement of construction trains, necessarily deprives us of anything like the full use of the present track for traffic purposes. I hope, however, that by the end of the year the hardest part of the work will have been completed."

"Might I, in conclusion be permitted to mention the serious extent to which railways are deprived of the use of their equipment in Manitoba, Saskatchewan and Alberta during the busiest season of the year by reason of the provisions of the Manitoba grain act, governing the allotment of cars to individual applicants? I know that the purpose of the act was to protect farmers in the matter of the selling prices of their wheat. If legislation could be framed giving farmers this same protection while shipping through elevators that have been provided at most stations in the grain growing territory, it would, I am sure, facilitate the movement of the crop, and be of advantage to every body concerned."

On Thursday at the Royal hotel at Peterboro, Ont., a man named Frank Cameron ran amuck with a razor. L. Thorndyke was so seriously injured that he is not expected to recover.

Premier Rutherford of Alberta, as minister of education will leave on May 5th for England, to attend the monster educational conference to be held in London in May.

All the Manitoba, Saskatchewan, and Alberta items for harbor and river dredging were passed in the Commons.

County Constable Geo. Cox was found dead in his bed at Woodstock, Ont. Though in poor health for some time he remained on duty.

John Gunderson, a discharged employee of the Northern Express Co., who recently held up the night clerk in the company's offices and stole \$25,000 has confessed and returned the money.

There were 75,000 deaths from the plague in India during one week. Seventy thousand of these occurred in Bengal and Punjab. The epidemic began in October 1897 and since then there has been nearly a million deaths.

Mrs. John Stuart, wife of a former president of the Bank of Hamilton, is suing that institution to recover two hundred thousand dollars for money loaned to the bank in her name to tide them over an embarrassment.

Ethel Hicks, her brother and their baby sister were burned to death in their home at Port Huron, Mich. by the explosion of a gasoline stove, which the two older children tried to light in their parents absence.

A cable message has been received at New York stating that a disastrous typhoon swept the Caroline islands on Good Friday and that 300 natives were drowned. All the coconut trees were destroyed and famine threatens the survivors.

The town of Iloilo, on the Island of Panay, Manila was totally destroyed by fire on Friday last, with the result that twenty thousand people are homeless. The conflagration is still raging and the flames are beyond control.

A menacing French naval demonstration is taking place off Morocco and the general situation is grave. Native opinion is unanimous that France is trying to pick a quarrel with Morocco in order to make further annexations of her territory.

Rosa Bell, a resident of Winnipeg, tried to commit suicide on Thursday last, by drinking carbolic acid. The clerk in the drug store where the poison was purchased jumped over the counter and knocked the bottle out of her hand before she had time to take sufficient to cause death.

A well dressed man about 30 years old was found dead in a hotel at New York. He had registered as J. Richman. He left a letter addressed to "my darling Antoinette" saying he had lost his last dollar and was going to heaven.

Ten steamers coal laden and disabled for upper lake ports are fast in the ice between Buffalo and Port Albion. The cold winds and low temperature have caused an ice jam in Lake Erie. There is no prospect of releasing the steamers, until warm weather sets in.

Trouble is brewing in the G.T.P. camps west of Portage la Prairie. A number of Scotch and Englishmen had been engaged to work and had been contracted for two years. When they arrived the contractor told them that they would have to accept \$1.50 a day or there was no work for them.

Settlers effects are being loaded wholesale at Carman, Manitoba these days, and the trek is commencing in earnest. All of those leaving have made arrangements for farms in Alberta and Saskatchewan. It is expected that a large number will go west this spring.

Dr. Oliver C. Haugh the Dayton, Ohio, physician has been electrocuted for the murder of his parents in November last year. The defence plea was insanity, but he was declared legally sane. Attempts were made also to connect him with the murder of several women in Cincinnati, who were mysteriously strangled.

At Haliburton, Ont. Harry Boyne, an Englishman, was thawing dynamite on a toaster on the cook stove when twenty sticks exploded. Boyne in an hour. A woman who was in the house at the time was also injured, but will recover. The house is a total wreck.

James J. Hill of the Great Northern is in Washington, and it is rumored that his visit is for the express purpose of asking President Roosevelt to abandon his fight against the railway and thus avoid a financial squeeze. Mr. Hill was approached, but refused to make a statement.

Shortly after noon on Thursday last fire broke out in the Wilson Carbide works at Merritt, Ont. and for a time the mill was in danger owing to the fact that water could not be applied for fear of an explosion. The fire was finally got under control but considerable damage had been done.

A dispatch from Valparaiso, Chili, says that Puyuehue, a large volcano is in violent eruption. The phenomenon is accompanied by awful tremblings like earthquakes, intense darkness, noisy electrical displays, ashes and boiling water. Torrents of lava have set fire to the surrounding forests. People and cattle are fleeing in terror.

Owing to the great difficulty in establishing communications with the region devastated by the recent earthquake details are coming slowly. Each succeeding report magnifies the extent of the disaster. From latest reports it is known that the earth is now quiet in the region which was seriously affected. The list of known dead now totals fifty and the injured 300, in which are named many prominent people in the life of the city.

The sash and door factory belonging to the Arcola Wood Working Co. at Arcola, Sask. was destroyed by fire early Saturday morning. The loss is about fifteen thousand.

S. C. Gray, aged 19 and Mabel Middleton aged 17, committed suicide by leaping from the bridge over the Jackson river, Springwood, Va. Their marriage was opposed by the parents on both sides.

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Mr. Fisher announced in the house of Commons on Thursday that Sir George Drummond, Montreal; Byron E. Walker, Toronto, and Hon. A. Boyer, Montreal, were to be appointed an advisory board to regulate the proceedings of the royal academy of art and to assist in purchasing paintings. These gentlemen had consented to act and an order in council will be passed at once making the appointments.

The provincial rights bill was read a third time in the Ontario legislature on Thursday last. Premier Whitney during the discussion said that the measure was a drastic one but not any more so than they intended it to be. The measure was aimed at the federal parliament to stop as Whitney said, the reckless plundering of the federal house.

Capt. Edward Dunne, of the government steamer Vigilant, has been relieved of his command pending an enquiry, which he says he does not fear. The trouble arose out of complaints laid by mate, S. J. Inkster, whom the captain dismissed for neglect of duty and drunkenness. The mate retaliated by charging the captain with habitual drinking.

Minard's Liniment Cures Dandruff.

## FREIGHT TIED UP

Saskatoon, April 22.—The most important business considered by the board of trade was the advisability of having settlers' effects bound for Saskatoon, and freight billed for merchants here, looked after at Regina, and placed it under municipal control. Railway facilities on the C.N.R. and the large amount of overdue freight said to be held at Regina was the subject of lengthy discussion. Members of the executive stated that the information had reached them that the yards at Regina were full of cars loaded with produce for Saskatoon and the material for the completion of the trail-bridge was also decaying that the bridge was also decaying that particular railway property in that city.

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