

UNFAIR TO EXISTING LINES TO GIVE SUBSIDY TO G.T.P.

SIR THOMAS SHAUGHNESSY
Government's Implied Duty Not to Impair Value of Private Investments in Railways Handling the Northwest Traffic To-Day.

IF GRAND TRUNK PACIFIC IS GRANTED AID C.P.R. TO DEMAND SUBSIDIES FOR BRANCHES



SIR THOMAS SHAUGHNESSY, PRESIDENT OF THE C. P. R.

Montreal, Jan. 23.—(From the World's Special Commissioner.)—"It is unfair to existing agencies in Northwest Canada that the government should subsidize the Grand Trunk Pacific or any other scheme of similar import. There is an implied obligation on the part of the government not to impair the value of the vast investments of private capital in railroad lines handling the Northwest traffic of the Dominion to-day."

"In effect, the government is asked to become a competitor of those pioneer companies, which have struggled for years with unprofitable ventures. Now, these investments have reached a stage where they can be realized upon, and a syndicate comes forward and requests the government to enter into partnership with them to divide the business developed by others, after many years of attention and risk of capital."

"In principle, I am opposed to the policy of government subsidies. It demoralizes unbusinesslike. If the projectors of the Grand Trunk Pacific desire to construct their line, it should be essentially a private investment. Of course, it will not be a profitable undertaking in the beginning, but it will pay in time. They will have to open up the country and develop business, as have their competitors."

"There must be a limit to the policy of the use of government funds for the promotion of private enterprises. At the same time, if the government grants aid to the Grand Trunk Pacific, the C. P. R. will expect similar subsidies for the branch lines it has under construction and in contemplation."—Sir Thomas Shaughnessy, President of the Canadian Pacific Railroad Company.

NOTHING TO CONCEAL.
This is the bird's-eye view of the approaching transportation puzzle, as expressed by the chief executive of the C. P. R. It outlines the position of the opposition to the Grand Trunk Pacific subsidy scheme. Thus, the lines of the contending forces are clearly defined. The influences clustered around the proposition will be the strongest, possibly, the most powerful, ever arrayed in Canadian history. Apparently, the C. P. R. interests have no disposition to conceal their position."

President Shaughnessy talked freely with the World staff man. Previously, several efforts had been made to reach General Manager Hays of the Grand Trunk. The World desired especially to present his views immediately upon the publication of the Hill interview. In fact, by sending a man to St. Paul and to Montreal, it was intended to bring out vividly all information bearing on the controversy. Part of the time, General Manager Hays has been out of the city. His statement will probably be secured early next week."

President Shaughnessy discussed the situation in all its details, the effect it would have on the C. P. R. improvements, the amount of capital annually being invested in the C. P. R. betterments, its capacity for handling the cereal traffic of Northwest Canada, and other features. He denied the report that the C. P. B. has an agreement with the allied Hill interests, by which each respects the territory of the other. In fact, he said, the C. P. R. had been so entirely taxed to supply Canadian transportation since its inception, that if President Hill had desired to enter Canadian territory, he could have done so, with perfect assurance that no retaliatory tactics could have been resorted to by the C. P. R."

ONE MILLION A MONTH.
The most important feature of the interview, however, appears to be the evidence of vast improvement being made in the C. P. R. right-of-way, rolling stock and general fitness for handling freight with rapidity, and in much larger quantities than in the past. Since July, 1901, some seventeen million dollars have been, or are being, expended in reducing curves and gradients of the thru line of the C. P. R., putting the roadbed in condition for heavier traffic, laying heavier rails, and bringing it up to a modern degree of efficiency. In this time, more than half of this appropriation has been invested, and the balance is being rapidly expended. In rolling stock, some ten million dollars were appropriated at that time for the purchase of 185 new locomotives and other equipment. In fact, the president asserts that, during the past 18 months, the road has bought or built every particle of rolling stock available on the market anywhere. As a result of these colossal improvements, he says the C. P. R. will be able to transport the hundred million bushels of grain estimated for next year, and which President Hill of the Great Northern insisted the Canadian road should be able to handle with modern equipment."

Admitting the company found the grain traffic intolerably congested last year, President Shaughnessy explained in detail the cause and the remedy that the company has been steadily applying for 18 months. In conclusion, he declared, unqualifiedly, that the line will haul this traffic this year without delay, since all the rolling stock, under the ten million dollars appropriated for this purpose, will be available by July of this year."

SUBSIDIES NOT NECESSARY.
"So The World wants my views on the Grand Trunk Pacific?" and
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NO SUPPORT PROMISED TO VOLUNTARY SCHOOLS LET GOVERNMENT HELP TRANS-CANADA RAILWAY

Synod Deputation Not Pleased With Reply of Minister of Education.
Premier Ross Declares That the C. P. R. Does Not Meet Necessities of the Time.

At a dinner given by A. E. Ames, retiring president of the Board of Trade, at the Toronto Club last night, Hon. G. W. Ross is said to have spoken strongly in favor of government assistance to another transcontinental railway. Mr. Ross, it appears, was very emphatic in expressing the view that another continental road is required, and he made it clear that he is in favor of generous aid to the enterprise. The country, he said, had outgrown the C.P.R., great as it is, and more railway facilities to the great extent are necessary to the development of Canada.

Out for the New.
Mr. Ross discussed Canada under three heads: Education, transportation and population. It was under the second topic that he announced his faith in a new transcontinental line. He said it was time the Canadian awakened to the necessity of electing certain clearly defined lines of transportation. It should first be ascertained what port can best serve the interests of Canada. The Premier spoke highly of the St. Lawrence route. At the same time, he said, the highway and short comings of the highway should be clearly and definitely ascertained, so that the government might fix its attention on a settled line of transportation.

Mr. Ross insisted that not only should the products of the Canadian west be carried thru Canadian channels to Canadian ports, but that it would be possible also to carry a large portion of the trade of the northern United States. In electing a definite scheme of transportation, the government should be not only supply the present needs of the country but its future needs as well.

C.P.R. No Longer Sufficient.
In this connection Premier Ross introduced the question of another transcontinental line. He said the C.P.R. is no longer sufficient to meet the requirements of the country, and a second line is necessary for the development of Canada. It might be suggested, he said, that the country has resolved the stage when such roads should be built without government assistance. "But," he asked, "has that time arrived now?" He seemed to be certain in his own mind that the time had not yet arrived for the withdrawal of government assistance to such a road, and that if it was in the interest of the country to spend one million in aiding the construction of such a road, it should in view of the great development that has taken place be the interested in Canada to spend \$10 on another such route.

Permanent Exhibition.
Discussing the interests of Canada under the head of education, Mr. Ross said the Boards of Trade of Canada and Ontario, in the north, had been too much to display Canada's advantages, in the eyes of Great Britain and Europe. He suggested a permanent exhibition in London, which could be placed on view the products of the Dominion. This exhibition should be a royal commission to determine how best Canada's resources and opportunities should be developed, and to the countries from which Canadian products. The name "Canada" on these various exhibits should be prominent, and testimonial of quality that the word "sterling" implies when marked on silverware.

Elbow Room.
Mr. Ross spoke of the tremendous production which had characterized the Dominion within the past ten years. Six millions of sheep, for example, such wonders, he said, what might be expected if Canada had a population of ten million. He said that Ontario had ten people to the square mile, Canada had less than 3, while the United States had 21 and Great Britain 350.

You see," said Mr. Ross, "what a growth room we still have in Canada. All our energies, he said, should be directed towards the improvement of government assistance. "But," he asked, "if we have a permanent market in Great Britain, and if we should spare no effort to make that market as profitable as possible, it is not to the detriment of the Dominion. He questioned Great Britain's judgment in throwing open the market to the competition of the whole world. Britain had spent two hundred million pounds in creating it, and he thought that the Dominion should have been preserved with more regard to the interests of the British people."

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Tarte Stays Home to Fight Liberals Who Urge Him On

Calls Attention to the Fact That Provocation Does Not Come From Him and Then Lets Public Into a Bit of Interesting Political Double-Dealing.

Montreal, Jan. 23.—(Special.)—"The incident is not closed," is the subject of a leading article in La Patrie, signed J. Israel Paré, who says, "Some of the French-Liberal conference believe, no doubt, that it is good strategy to attack me. I have asked that the fact be noted, that the provocation does not come from me. I have resigned. I had been a Minister six years, which I consider was sufficient. Had I not the right to retire into private life? Will men be forced hereafter to keep their mouths shut in order to do their wishes? I returned peacefully to journalism, which is my profession. I exercise it because I love it, and also to earn my living. In what way am I to blame, and in what way is my position irregular?"

Refused to Sell.
"A group of politicians asked us, my son and myself, if it would be convenient to cede them the control of La Patrie for money. We replied that we could not do as they requested, that we were at home in our establishment, and that it was agreeable for us to remain there. Now under ordinary circumstances the incident would have been closed. But politics is not ordinary business; consequently, the incident is not closed.

Nearly a Calumny.
"In a circular which I have at hand the circulation is made of the purchase of La Patrie are told in a fashion amounting to a calumny. The position which I occupied in the Liberal party is played in the organization of the Liberal party up to a short time ago, and I administered with some success the party of the Department of Public Works. I may also say that on no occasion did I sacrifice the public to serve my personal interests."

Not of His Opinion.
"Why, then, all this foolish violence in order to force me in the opinion of those upon whom esteem I count, because I have done my duty? I did my duty as best I could. I have done a great deal of work during these ten years. Life is short. I have no longer personal ambition to satisfy. I had thought of taking a few months' holidays to see a little more of the world in which we live. However, the persistence with which they seek to tarnish my name and the unjust attacks which are made against me, have forced me to renounce this project. I will, therefore, be in my place in the House of Commons at the opening of the next session."

Into the House.
"I give, therefore, this notice from day forward to all those who believe that the interests of the Liberal party require that the affairs of our political family, including those of La Patrie, shall be discussed on the floor of the House of Commons. In my innocence, in my want of experience, perhaps, I have not been able to see up to the present time what we have to gain in this kind of discussion. It appears, however, that others think differently. I will be there for the others."

OFFICIAL REPORTED.
Berlin, Jan. 23.—Commodore Scheder, commander of the German fleet in Venezuelan waters, officially reports the bombardment of Fort San Carlos from Maracaibo, under date of Jan. 21, as follows:

"On the 17th inst. while the Panther was passing the Maracaibo bar, she was unexpectedly attacked by Fort San Carlos, which opened a heavy fire on her. To this the Panther replied, and a cannonade was exchanged for half an hour. Owing to the difficulties of navigation, the Panther then desisted."

"In order to exact an immediate punishment for this attack, the more so as the Venezuelan government had proclaimed it a victory, I bombarded the German warship off Fort San Carlos on the 21st inst., and destroyed it."

INGLE SAM SITS TIGHT.
Washington, Jan. 23.—At the cabinet meeting to-day, the Venezuelan situation was discussed at length, but it can be said by authority that no change in the attitude of the United States is in contemplation at this time. This government will continue its policy of "sitting tight." The bombardment by the German warship off Fort San Carlos is regretted sincerely by officials of the administration. No official cognizance will be taken of it.

FIRE AT GUNBOAT.
La Guayra, Jan. 23.—The former Venezuelan gunboat Restaurador, now in the possession of the Germans, arrived here at 2 o'clock this afternoon from Puerto Cabello and anchored near the shore. Her presence caused great indignation. At 2 o'clock several rifle shots were heard in the distance. Shortly afterwards the Restaurador left her anchorage and moved to a position outside the harbor and under the protection of the guns of the British cruiser Tribune.

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ASK ROYAL COMMISSION ON REFERENDUM FRAUDS

Premier Ross Requested to Make Full Inquiry into Ballot Stuffing and Personation.

A petition has been presented to Premier Ross praying that a commission be issued to enquire into the charges that personation and ballot stuffing were practised on a large scale in connection with the taking of the referendum on the Liquor Act, 1902, in South Toronto on December 4 last. About three weeks ago a committee, consisting of G. F. Marten, F. S. Spence, John A. Patterson, E. Costantini, J. Major, Urdarh, Alex. Mills and N. W. Rowell, waited on the Attorney-General and asked for the appointment of such a commission. Mr. Gibson, however, said he was powerless to do with the matter, and that the proper method to pursue was to petition the Premier. Accordingly the petition, with the particulars of the charges, was presented to Mr. Ross on Friday.

Demand an Inquiry.
Alexander Mills, the solicitor for the Prohibitionists, was seen by 'The World' last night, and he said he was quite sure that the temperance people intended to demand that a full enquiry into the irregularities be made. He said three steps had already been taken in connection with the South Toronto vote. He had served a demand on the magistrate to impose the penalty of imprisonment on the five men who had been found guilty of impersonation and fined \$50 each. The statute says: "Any person convicted of personation or impersonation shall be punished for one year." Mr. Mills had moved for a mandamus to require the Magistrate to impose the penalty required by the statute.

The next step undertaken by the temperance people is to prosecute ten or fifteen whom sufficient evidence has been secured. This has been decided on. The latest move is the presentation of the petition to Premier Ross calling for a full investigation.

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SMALLPOX AT PETROLEA.
Petrolea, Jan. 23.—Considerable excitement was caused here this afternoon by a card issued by our town officials on one of the town's leading hotels, announcing a smallpox case inside. It appears that a young man named Wallace, a steamfitter, who was a boarder at the hotel, is the victim. Early precaution will be taken.

New Hints Have Arrived.
The first shipments of new spring hats for gentlemen have already arrived. The Dineen Co. wish to announce that their stock, though it is not entirely complete, is sufficiently so to meet the demands of those gentlemen who desire a hat for these bright, sunny days.

FAIR TO CLOUDY.
Meteorological Office, Toronto, Jan. 23.—8 p.m.—The cold wave which was over Manitoba last night has now spread into Ontario, Quebec and the Maritime Provinces, attended by some low temperatures. Whilst in the Northwest the weather has become milder. A disturbance now situated over the Lower Mississippi provides for stormy conditions from the lakes to the Atlantic.

Probabilities.
Lakes and Georgian Bay—North-east to east winds, becoming strong fair to cloudy, with snow towards evening or at night; rising temperature.
Ontario and Upper St. Lawrence—Fair and very cold to-day; then moderating, with snow by Sunday.
Lower St. Lawrence—Fair and very cold to-day, followed by snow on Sunday.
Quebec and Maritime Provinces—Light Lake Superior—Fair to cloudy, and moderating, with some light snowfalls.
Mainly—Mostly fair and milder; a few light local snowfalls or drizzles.

MARRIAGES.
BULLY-MONTGOMERY—At the residence of the bride's father, Cape Rich, Ont., on Wednesday, Jan. 21st, by the Rev. Mr. Emerson, Charles Bully of Toronto, contractor to Christians, youngest daughter of Gilbert Montgomery, Esq.

DEATHS.
BURNS—Suddenly, on 23rd Jan., 1903, in her 73rd year, Mary A. Burns, relict of the late David Burns.
Funeral notices from the residence of her son, Stephen W. Burns, 741 Spadina-avenue, on Monday, 23rd Jan., 1903, at 2 p.m.

BYRNES—At 161 Seckville-street, on Friday, 22nd inst., Mary, beloved wife of Edward Byrnes, in her 56th year.
Funeral Monday, 23rd inst., at St. Paul's Church, thence to Mount Hope Cemetery.
BLETTE—In loving memory of our dear daughter Betty, who died Jan. 21st, 1892. Thy hands are clasped upon thy breast, We have kissed thy marble brow, And in our aching hearts we know We have no Aller now.

PEARSON—On Friday, July 23, 1902, at his late residence, 458 East Gerrard-street, William Pearson, aged 58 years.
Funeral notice later.

STEVENSON—At her late residence, New Toronto, on Jan. 22, 1903, Louisa Stevenson, beloved wife of Arthur W. Stevenson, aged 59 years 8 months.
Funeral from above address on Sunday, 23th, at 10 a.m. Interment at King City Cemetery.

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