And been bought an .

The Casadian Northern

"Tollowing the sume plan, the Outster was obtained from the owners, who had a unavocastral stranger to raise the most required for the construction, of the lament in the year 1889, and it was not till 1897 that Mackende & Mann the Lake Superior to the Rainy River, the boundary between the Transcription of the boundary for the construction of the boundary for the year 1898, and it was not till 1897 that Mackende & Mann the Lake Superior to the Rainy River, the boundary for the year 1898, and it was not the possibility of the construction of the boundary for the year 1898, and it was not the possibility of the construction of the was a crossed last night to an admir larg audience of 300 of the commercial was a crossed last night to an admir larg audience of 300 of the commercial was a crossed last night to an admir larg audience of 300 of the commercial was a crossed last night to an admir larg audience of 300 of the commercial was a crossed last night to an admir large audience of 300 of the commercial was a crossed last night to an admir large audience of 300 of the commercial was a crossed and the stranger of the condain progress at the board of trade bangets to the two railway builders, stood the constructive and control was a crossed and the stranger of the condain progress and th event, Zebulon A. Lash, K.C. It is an open secret that behind the executive and motive forces of the two railway builders, stood the constructive and constituting capacity of the keen-minded lawyer. To hear his story of how the road was pieced together, with policy here and enterprise there; with strategic caution in one place, and dashing decision in another, while the control was preserved where it could be most promptly exercised, was to listen to a fascinating chapter of commercial romance.

The System Today

"After this the credit of the company was astablished on a firm basis. The

"There is a general knowledge among the people of Canada that Mackenzie and Mann are great railway builders and that the Canadian Northern Railway belongs to them, and there is also a general but erroneous impression that they have been so largely bonused and subsidized by public lands and money and have been so long feeding at the public trough to use the elegant expression of some of the newspapers, that they do not deserve much credit for what they have done. (No, no.) I have been connected with the enterprise of the Canadian Northern Railway from its inception, in a capacity which enables me to speak with personal and accurate knowledge respecting Mackenzie and Mann's connection with it and respecting the growth and development of the system.

"The first line which your guests to-night built was only 125 miles in length and was built by a company with a small capital, but a long name, 'The Lake Manitoba Railway and Canal Company,' whose charter powers were very limited. Had they started out with a brass band proclaiming their intentious and seeking a charter covering Canada from one end to the other they would have aroused active opposition from various quarters. No opposition was encountered and the 125 miles were financeed and built. They extend in a northern which was encountered and built. They extend in a northern countered and built. They extend in a norther countered which the encessary separate or subsidiary companies, and operation of great railway system, such as terminal companies, telegraph companies, express companies, etc., till at this time I am able to say to you that the Cana "There is a general knowledge among the people of Canada that Mackenzie and Mann are great railway builders and that the Canadian Northern Railway belongs to them, and there is also a

definition of the second of th

"From this small beginning has grown in exactly ten years on Wednesday of next week, a system which extends, with but few breaks, from Quebec City to 40 miles beyond Edmonton near the foothills of the Rocky Mountains, and which with branches comprises now the stage of their pluck and industry and ability. and which with branches comprises now 3400 miles of railway. Gentlemen, Mac-kenzie and Mann almost single-handed, and with but trifling assistance from the

"There has never been an acre of "There has never been an acre of land granted to any railway company which Mackenzie and Mann owned or controlled at the time when parliament or the government first authorized the grant. The facts are these: Land grants of the usual acreage per mile authorized by statute were given by the Domined by statute were given by the Dominion government to the Lake Manitoba Railway and Canal Company, the Winnipeg and Hudson Bay Railway Company, and the Manitoba and Southeastern Railway Company. These three companies now form part of the Canadian Northern Railway.

"The Lake Manitoba Reilway Company."

"The Lake Manitoba Reilway Company the Winniba Company to obtain its money at a lower rate of interest, but this has not contain the cash assistance rendered by the governments of the work accomplished?

"It is true that the governments of Manitoba, Ontario and the Dominion guaranteed bonds issued on certain lines, and in that way helped the company to obtain its money at a lower rate of interest, but this has not contain the cash assistance rendered by the governments of the work accomplished?

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"It is true that the governments of Manitoba, Ontario and the Dominion guaranteed bonds issued on certain lines, and in that way helped the company to obtain its money at a lower rate of interest, but this has not contain the cash assistance rendered by the governments to the magnitude of the work accomplished?

"It is true that the governments of and the Dominion and the Dominion guaranteed bonds issued on certain lines, and in that way helped the company to obtain its money at a lower rate of interest."

"The Lake Manitoba Railway and will cost, the country one cent. Canal Company was incorporated on April 16, 1889, the land grant was au-

"The Winnipeg & Hudson Bay Co.
ras incorporated on May 7, 1880. The was incorporated on May 7, 1880. The land grant to this company was first made on July 28, 1882. The company tried to raise money on the lands and failed. It finally persuaded the Manitoba government to lend it \$256,000 on the security of 256,000 acres of the land comprising its grant for forty miles, the line was commenced, then the company failed. It was not till 1898 that Mackenzie & Mann acquired the company. They settled with its creditors and bought the charter with the land grant attached and paid their own good money for it. They subsequently paid the Manitoba government their \$256,000 and interest and took over the 256,000 them not to create an outside minority set. and interest and took over the 256,000

acres.

"The Manitoba & Southeastern was incorporated on May 2, 1889. Parliament authorized its land grant on May 16, 1890, and on October 19, 1891, the order-in-council making the grant was passed. The usual result followed-failure to raise the money required. Not even the Manitoba government would lend. Twenty miles was partially constructed, then collapse and Mackenzie & lend. Twenty miles was partially constructed, then collapse and Mackenzie & Mann to the rescue. It was not till 1898 that they acquired this company. These northwest lands have since become valuable and have proved a real assistance to the financiers of the company, but at first they were practically worthless.

"After this the credit of the company was established on a firm basis. The construction of the necessary links to join up the system followed rapidly, also Z. A. Lash had something to say of Mackenzie and Mann, things which they would be too modest to say of themselves.

Construction of extensions and the construction of extensions and branches and the absorption of other companies and lines in the Northwest, Ontario and Quebec, and the creation of subsidiary separate or subsidiary subsidiary separate or subsidiary subsidiary separate.

"This was the history of the land grants. Every dollar of their proceeds so far received had gone for the benefit of the railway company. Mackenzie & Man had not received one dollar for would ever have been created at all had

such meetings and discussions

such meetings and discussions been necessary.

"Some years ago it became suddenly necessary in a critical stage of financial negotiations in England that the amalgamation of the Manitoba and Southeastern and the Ontario and Rainy River railways with the Canadian Northern should immediately be brought about, and everything was accomplished, including the necessary orders in-council at Ottawa, within one week, when it would otherwise have been necessary to give one month's public notice of the meeting to consider the amalgamation.

No Time Lost

"The lease of the Northern Pacific

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C.E. POOLEY N FOR ESQU

Delegates Enthusia press Confidence Governme

H. D. HELMCKEN DELI

Urges All Conservative Shoulders to the Work for Car

C. E. Pooley, K. C., ly selected as the sta the Liberal-Conservation the Esquimalt constitu ly attended and enthus

held Thursday night schoolhouse. After the made and the chairma had announced the rousing addresses were Mr. Pooley and H. D. These was followed h These was followed to of an optimistic charapresent, after which were tendered the prehis able services a dence in the administration McBride was carried Mr. Pooley after the vention for the confid him and acknowledging him by the Liberal-Co. ciation of the district 24th time he had been 24th time he had year the representative of the of the Esquimalt electo he wanted it understo preciated the friendly strikingly demonstrate It was not his intent It was not his intent a discussion of the There would be time later. Owing to the period before the ger would not be possible as much territory as do. But he would was ous a campaign as circ permit. And he hoped ents would rally to his erything in their pow election to the legislat out that it was not onests that he spoke but Liberal-Conservative Columbia—the government premier. (Applaus In reference to his ryears he had served at tive of the voters of did not think it necess did not think it nec The majority of tho sure, knew as mi could tell them. He say, that he had al say, that he had alw thing possible in the district. Doubtless he made mistakes. But, could be found a man who had not occasional ment? (hear, hear), thing of which he coul cenviction that he co tradicted—and that we never been guilty of an he need be asham Throughout his twent the sitting member of

ut the campaign lause.) H. D. Helmck Mr Helmcken deliv of an exceptionally of ter. He spoke of h tance with Hon. Mr many staunch quali hope that all would pu to the wheel now that bearer had been chose turn him at the forth bearer had been chose turn him at the forth If everybody did a li that the nominee wou ing by an overwhelmi plause.) But, he poin it was perfectly correct fidence and coolness i fight it was not right feeling to interfere v siveness of the tacti friend, Hon. Mr. Poole be backed up by equa tenants to make su There was nothing so election, Mr. Helmcke fore he expressed the should unite in the return the choice of a large plurality

The McInnes

the sitting member of district he had used for those he represent

ing, if returned at election, to continue vices for the benefit uency. (applause.) Concluding, Hon. Mr those present they would all do test now that he nomination, and as would co-operate w erests of the party ge

Turning to matters of the Esquimalt co Helmcken referred to tion. He stated that now on the eve of which, he believed, of the most hotly co tory of British Colu unced that W being sent from Liberals in the figh eyond preadventure ion government was the Liberal party sho portance and which the ities were beginning soon have to be take sideration in deali and it presaged a ke Liberal-Censervativ he believed that the malt riding would feat the purpose of the istration by electing Hon. Mr. Pooley. (app The country, Mr. **Bride and his co** The premier had g his ability and st the recent confere miers at Ottawa. tained a stand f justice for British sult he had obtain this province posses which warranted the cial terms—"better te elf, was an accor be wise, would it be