

tolls shall be made by mutual agreement, or, in cases of dispute, such division shall be fixed by arbitrators appointed in the manner provided by paragraph 47, or by a Board of Commissioners which may hereafter be appointed, as mentioned in paragraph 19.

(45) The company shall arrange for and provide, either by purchase, charter, or otherwise, shipping connections upon both the Atlantic and Pacific Oceans, sufficient to take care of and transport all its traffic both inward and outward, at such ocean ports within Canada, upon the line of railway, or upon the line of the Intercolonial Railway, as may be agreed upon from time to time, and the company shall not divert, or, so far as the company can lawfully prevent, permit the diversion to ports outside of Canada any traffic which it can lawfully influence or control, upon the ground that there is not a sufficient amount of shipping to transport such traffic from or to such Canadian ocean ports.

(46) Provides for the granting from the public lands right of way and land for stations, yards, terminals and shops.

(47) And dispute which may arise as to the construction of this agreement or as to the performance of any of the obligations of either of the parties to this agreement, or as to the working expenditure or cost of construction shall, if not herein otherwise provided for, be determined by the word of a single arbitrator, if the parties concur in his appointment, or if not by the award of three arbitrators, one of whom shall be appointed by the Government, one by the company, and the third by the two so appointed, or in the case of their being unable to agree, by the Chief Justice of the Supreme Court of Canada, and the award of a majority of such three arbitrators shall be final.

(48) Provides for the nomination of one director by the Government so long as the lease of the eastern division continues, and so long as any portion of the bond issue guaranteed remains outstanding, such director to be paid by the Government at the rate of \$2,000 a year.

The last two clauses provide for the confirmation of the agreement by Parliament, and for its coming into force upon the passing of the act incorporating the Grand Trunk Pacific Ry. Co.

The Premier, in introducing the bill confirming the agreement, said it comprised two parts. The first provides for the creation of a commission to be composed of three members to be empowered to construct the eastern division of the line, from Moncton to Winnipeg. The provisions generally are such as are to be found in bills of this character, to empower commissioners to do certain work, and they define the powers and obligations of the commissioners. The second part of the bill provides for the ratification of the contract, the provisions of which are quoted in the first part of this article, entered into between the Government and the applicants for incorporation under the title of the Grand Trunk Pacific Ry.

Parliament was asked to assent to this policy because the Government felt certain that in so doing it was giving voice to a sentiment existing in the mind and heart of every Canadian that a transcontinental railway to extend from the shores of the Atlantic ocean to the shores of the Pacific ocean, and to be every inch on Canadian soil was a national as well as a commercial necessity. The necessity for the construction of such a line was not of the future, it was a present necessity, and it was imperative that steps be taken at once to meet the call upon the Government as representing the country. In order to give the people the full benefit which they had a right to expect from such a line, it should extend westward from the heart of the Maritime Provinces, from the town of Moncton, N.B., at the junction of the two sections of the In-

tercolonial Ry., which proceed from Halifax, N.S., and St. John, N.B. It was objected that it would be sufficient that the line should start from Quebec, because the Intercolonial Ry. already was in operation between Mon-

ton and Levis, opposite Quebec, but the answer of the Government was that the Intercolonial Ry. never was intended, never was conceived and never was constructed for transcontinental traffic. It was conceived as

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