

### Railway Act Amendments

(By The Guide Special Correspondent)  
Press Gallery, Ottawa, May 19

A number of amendments to the Railway Act were passed yesterday, but in the rush of business before the recess some of the most important provisions of the new law as proposed by the minister of railways were dropped for the present.

There was considerable discussion over the section dealing with the liability of the railway companies to pay for cattle killed on the track. Apparently there was no difference of opinion as to the justice of compelling the railway companies to pay damages where the accident was the result of their negligence in not maintaining fences and cattle guards, but unfortunately the Liberal lawyers and the Conservative lawyers could not agree as to the meaning of the section proposed by the minister. Mr. Graham said the clause had been drafted by the chairman of the railway commission and approved of by Mr. James Bower, the president of the Canadian Council of Agriculture, who was representing the farmers' interests in this matter and he believed it met the case. The meaning of the section, and the effect of various proposed changes suggested by E. Lanester, A. Meighen, and W. S. Middlebrooks, were discussed for a couple of hours, but without either side convincing the other, and eventually Hon. G. P. Graham said he would have to drop the section and reintroduce it after the recess.

#### Couldn't Be Worse

John Herron, the Conservative member for MacLeod, Alta., pleaded with both sides, however, to pass the amendment proposed by the minister of railways, saying the present law was of no use at all and that the people in his part of the country were anxious to see any change made. Nothing could be worse than the present law, under which practically no one could recover, and the farmers and ranchers of Alberta would only be too glad to see any new law given a trial.

Hon. Frank Oliver supported Mr. Herron, but Mr. Lanester would not consent to cease his opposition, and the clause was dropped.

Among the amendments passed was the following: Where the railway is being constructed through inclosed lands, it shall be the duty of the company to take effective measures to prevent cattle or other animals escaping from or getting upon such inclosed lands or upon the property of the company by reason of any act or thing done by the company, its contractors, agents or employees.

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# The Grain Growers' Guide

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## C.N.R. Gets \$35,000,000

Press Gallery, Ottawa, May 19.

The bill guaranteeing \$35,000,000 worth of C.N.R. bonds for the construction of a new line from Montreal to Port Arthur was finally passed by the House of Commons on Wednesday and by the Senate on Friday. There was some protest on the part of the opposition members against this huge increase in the liabilities of the Dominion being incurred in such haste, but little real opposition to the project. R. L. Borden said he did not doubt as the population increased that the road would become a paying proposition, but pointed out that there was no demand for a third transcontinental railroad and said that the people were receiving no return for the aid they were giving the C.N.R.

#### R. S. Lake Speaks

R. S. Lake, member for Qu'Appelle, made a short and effective speech in which he compared the generosity of the government to the C.N.R. with its attitude to the Hudson's Bay Railroad.

Mr. Lake said: "Rumors have been rife during the past two or three years that it was the intention of the government to hand over the Hudson's Bay Railway to the Canadian Northern Railway Company. In consequence of these rumors the strongest expression of opinion came from the people, especially the people of the West, and that expression of opinion was so strongly opposed to the proposed action that the government proposals in that respect were headed off. Now, apparently, we find that the government are determined to do something by way of making a gift to the Canadian Northern Railway Company. What can the reason be? It appears to me extremely probable that if the government had been allowed to hand over the Hudson's Bay Railway to the Canadian Northern Railway Company, we should not be asked to pass this legislation for them. This is making a gift to the Canadian Northern Railway Company. I speak advisedly when I say it is a gift because it means millions of dollars to that concern. And it was a very great burden upon the people—not less a burden because it bears the form of a guarantee for this company. For my part I would very much sooner see sums of money given outright rather than these enormous guarantees we are making, and which it appears to be the policy of the government to make to these railway companies. When this legislation is passed I think we shall find that the people of this country are bound to the extent of somewhere near \$100,000,000 of guarantees for undertakings by private companies. And we know that occasionally government guarantees have to be met. We had an example of that in the case of the Quebec bridge. When the bonds were guaranteed to that bridge it was never believed that the people

would have to pay the bill, but the disaster to that bridge brought about a condition under which the government had to pay the money that was lost.

#### A Comparison

I wish to make a comparison between the providing of an additional trans continental railway and the providing of a new outlet by means of the Hudson's Bay railway. The people of the Northwest particularly, for many years past, have been demanding an entirely new outlet for the produce of their country. They have the very highest hopes of the benefit to be derived from the building of the Hudson's Bay railway. It is three years ago now that the prime minister gave his word to the people that that railway should be built immediately. Up to the present time nothing whatever has been appropriated by this parliament for the construction of that road.

It was only on the 8th of the present month that a sum appeared in the supplementary estimates for the commencement of that work, and up to the present moment parliament has not been asked to appropriate anything for the purpose. The sum which appears in the supplementary estimates is merely \$2,990,000; that is all the government proposes to appropriate at present. If they only appropriate that amount each year it will take fifty years before that railway is provided for the people of the Northwest. There is an urgent demand for the construction of that railway by the people of the Northwest. The leader of the opposition this afternoon has demonstrated that there is no urgent demand for the construction of a third transcontinental railway. He has pointed out that the two railways at present provided for, the Canadian Pacific railway and the Grand Trunk Pacific, are amply sufficient, and that all the freight which will be offering for many years to come will not half equal the capacity of these two railways at the present moment. I think it would have been better for the government to provide for the Hudson's Bay railway than to make this additional provision for another transcontinental railway which is not needed. I yield to no man in my confidence in the great possibilities of our Western country, but I think that at the present time the government should apply the public revenues for the extension of railway communication where it is most urgently needed, and that I believe is the Hudson's Bay railway.

#### WILL MEET BORDEN

A meeting of the executive of the Manitoba Grain Growers' Association was held in Winnipeg on Friday evening the following members of the executive being pres-

ent: J. W. Scallion, Virden, hon. president; R. C. Henderson, Culross, president; J. S. Wood, Oakville, vice-president; and Peter Wright, Myrtle. The chief items of business discussed was the arrangements to meet Mr. R. L. Borden, leader of the Ottawa opposition, at the various points at which he will address meetings on his coming tour through Manitoba, and just before him the views of Western farmers upon the several vital questions affecting the welfare of Western Canada, and, in fact, of the Dominion as a whole.

The following statement was given out by Mr. Henderson, president of the association:

"At a meeting of the executive of the Manitoba Grain Growers' Association, held last night, it was decided to arrange to meet Mr. R. L. Borden, leader of the opposition at Ottawa, on his coming Western tour, at his various meetings throughout Manitoba, and place before him the views of the Manitoba Grain Growers, upon questions which we consider very seriously affect the prosperity of the West. A year ago we put very plainly before Sir Wilfrid Laurier, the views of our association. We propose to do the same with Mr. Borden, and an expression of his views will be asked for on the tariff, reciprocity, government ownership and operation of all terminal elevators and of the Hudson Bay Railway, the establishment of a chilled meat industry, and the necessity of having efficient co-operative legislation enacted by Parliament. Practically the same method will be followed—as last year with Sir Wilfrid Laurier. The various subjects to be taken up will be separately dealt with, and if arrangements can be satisfactorily completed, Brandon will be the chief place of meeting, although it is also expected that Mr. Borden will be met by the local associations adjoining the various points at which he will give addresses. Mr. Borden is a prospective premier of the Dominion, and the farmers of the West desire to place their views before him. I have no doubt we will be contentedly received and that much good will be accomplished."

Letters were read from the sister associations of Saskatchewan and Alberta emphasizing the necessity of meeting Mr. Borden.

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