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Two Railways

In defending himself against Sir Wilfrid Laurier's complaints that the Borden Government were enormously increasing the annual spending at a time when the annual income was falling, Hon. Mr. White, Finance Minister in the Borden Cabinet, replied that they had found on their doorstep some expensive projects left there by the Liberals. The reference was to the National Transcontinental and Canadian Northern Railways.

Borden Changed People's Contract with G.T.P.—Then Came the Present Trouble.

The National Transcontinental was almost completed when the Liberals left office, and a great part of its cost had been paid out of the annual surpluses of the Laurier-Fielding times. The history of the road since 1911, briefly, is that the new government has made certain changes which have given the Grand Trunk Pacific Company, an arguable case for declining to take over the "lean" part of the line. The very foundation of the original contract was that the Grand Trunk people should be satisfied during the construction period, which was but right, as the road was built by the country to be leased to them. **The present government has altered this fundamental understanding, and now a long, bitter and, for the country, destructive controversy looms ahead.**

Liberals Aided C.N.R. but Insisted on Supervision of Rates by Railway Commission.

As to the Canadian Northern affair, it is necessary to cross some t's and dot some i's. The Laurier Government and the Liberal party did, from year to year, as the rapid growth of the West manifested itself, accord the usual railway grant encouragement to the Canadian Northern people according as they advanced their lines into new sections of prairie country. With this assistance, the company financed its undertakings. Later on, the Laurier Government recommended similar grants in encouragement of con-