

4. Parliament gave the Canadian Pacific 25,000 acres of land, including the privilege of establishing town sites.

Not an acre of land, except for right of way and station facilities, is given to the Grand Trunk Pacific. To enhance this discrimination, the Canadian Pacific lands were made free of taxation for twenty years, 'unless' 'sold or occupied.' This has so far been held to mean twenty years from the actual specific conveyance of the lands to the corporation, not from the date of the agreement—a difference which means many additional millions of dollars to the Canadian Pacific.

5. As far as it was possible to do so, the Dominion Parliament gave the Canadian Pacific Company a monopoly of the traffic of the Dominion west of Lake Superior, by prohibiting the building of other lines, except such as would of necessity become feeders of the Canadian Pacific.

The Grand Trunk Pacific Company must take its chances in competition with existing trunk lines, and with any others that may hereafter be chartered and constructed.

6. Parliament granted to the Canadian Pacific virtually absolute control of transportation charges west of Lake Superior.

The absolute control of such charges on the Grand Trunk Pacific is vested in the Dominion. The difference is made clearly apparent by the fact that, so far as its main line is concerned, the Canadian Pacific cannot be brought under the control of the Railway Commission recently created by Parliament, whereas the Grand Trunk Pacific is placed under that control by the terms of its charter.

7. No attempt was made by Parliament to grant running powers to other companies over the portions of the Canadian Pacific constructed by the Dominion Government.

Running powers over the portion of the Grand Trunk Pacific constructed by the Government may be obtained by any other company, subject to the operative control of the Grand Trunk Pacific Company, so far as that is necessary to the safety of passengers and property.

8. The Canadian Pacific was allowed to import construction material free of duty.

The Grand Trunk Pacific enjoys no such privilege. As far as possible its material must be made or purchased in Canada; where it imports material that cannot be produced here it must pay duty.

9. When the Canadian Pacific was finished it possessed little more in the older provinces than its main line from Rat Portage to Montreal. A system of feeders had to be laboriously built up.

The Grand Trunk Pacific, on the other hand, will commence operations with all the lines and equipment of the Grand Trunk proper behind it in the older provinces, which means that the eastern manufacturer will at once be placed in direct communication with the customers in the west, and ensured lower rates.

10. The Canadian Pacific, though built as a national undertaking, was semi-americanised from the first. Its Soo line to-day carries wheat from Minneapolis to the seaboard for less than the main line charges from Winnipeg; in other words, treats the farmers of Dakota and Minnesota better than the main line treats those of Manitoba. Further, although St. John, N.B., is the winter port of the Canadian Pacific, its line thither runs for 200 miles through the state of Maine.

The Grand Trunk Pacific will traverse Canadian soil from start to finish, will send all unrouted freight to Canadian ports, is under obligation not to discriminate against those ports, and will run too far north to become tied up as the Canadian Pacific is with the rival interests of Minnesota and Dakota.