



& company interested to give the bill a fair trial. We, as a Company, have no interests in such respect, save for the best facilities for our traffic & the convenience of the shipper. The new regulations may prove a source of inconvenience to the Company as well as to the public. We will, however, give our utmost co-operation in carrying out any measure that will assist the farmer in grading & marketing his wheat."

In answer to an inquiry as to the probability of a C.P.R. fast Atlantic service, he said:—"There is none at present. It is very difficult just now to get ships built, the shipbuilding yards are all so full. This question is not a live one for the moment."

While at Winnipeg Mr. Shaughnessy met the members of the city council. Representatives of the press were not admitted, but the Winnipeg Tribune gives the following account of the proceedings:

Mr. Shaughnessy said that if the city council & the citizens of Winnipeg would but meet the C.P.R. Co. on a reasonable basis the Co. was willing to commence operations within a week for the building of a \$1,000,000 station & hotel. Before these buildings could be erected a subway or overhead bridge would certainly have to be constructed. This latter, with compensation to the property owners, would cost about \$120,000. The benefits to be derived from such subway or bridge would be mutual. The city would gain as much as the Co., to say nothing of the great general benefit to the city by the new station & hotel. He would like the city to meet the Co. in a friendly spirit, but he might inform the aldermen that the C.P.R. had had similar experiences to the present one with Winnipeg, in other cities. He instanced several cases in which, by an appeal to the Railway Committee of the Privy Council by the Co., that body had compelled the city to pay half the cost of such improvements, in some cases more than half the cost; in Toronto, for instance, the city had been compelled to bear the whole cost of a similar improvement. He believed that if the Co. appealed to the Railway Committee

of the Privy Council, Winnipeg would be compelled to bear at least half the cost of such improvement, seeing that the benefits to be derived were of such mutual character. The council had offered early in the year to bear half the expense of the subway, the amount to be deducted from certain taxes which it was claimed could be collected from the C.P.R. in the future. The action of the Provincial Government had settled this question, as the city could not collect the taxes now. He would say further that if the city would meet the Co. in the matter the C.P.R. would not object to paying frontage taxes, school taxes, & business taxes on the hotel property, notwithstanding the Provincial Government's action. What he proposed was that the city should bear half the cost of the subway & compensation for its construction, the whole to be \$60,000.

It is understood that the aldermen were divided on the matter. Some of them demanded that a by-law be submitted to the ratepayers before anything was done. Others were afraid that if a by-law was submitted it would be defeated, & then the C.P.R. would appeal to the Privy Council, & compel the city to pay half the cost of subway. Then the Co. could please itself whether it built hotel or not. The council may take any one of three courses: 1. To give the Co. the amount demanded, taking it out of the current year's taxes without submitting by-law. 2. To put by-law before the people. 3. To get decision of the Privy Council.

Since the meeting referred to negotiations have been carried on between the Co. & the city, & it is expected a mutually satisfactory settlement will be arrived at.

Mr. Shaughnessy & his party were entertained at dinner at the Manitoba Club, Winnipeg, about 100 of the leading citizens being present, Chief Justice Killam presiding. In a pleasing speech acknowledging the toast of his health, Mr. Shaughnessy expressed the hope that their next meeting might be in the Co.'s new hotel in Winnipeg.

The Winnipeg Board of Trade appointed a

committee to wait on the C.P.R. management & point out that the people of Winnipeg labored under a sense of injustice, from the fact that the Co. would not issue return trip tickets from Winnipeg to the East on terms equal to tickets from the East to Winnipeg & back. For instance, a person in Winnipeg has to pay \$75 for the round trip, Winnipeg to Montreal & return, while a Montrealer desiring to go to Winnipeg can purchase a return ticket for \$60. The committee was instructed to endeavor to get a system of return tickets arranged for from Winnipeg to eastern points & return on the same basis as tickets issued from eastern points to Winnipeg & back. In his speech at the Manitoba Club Mr. Shaughnessy said the policy of the Co. in the past had been to offer inducements to people to visit the West, but not to offer the same inducements for them to get out again, but that time had gone by, & the Co. had decided to meet the wishes of the Board of Trade. This means that in future return tickets from Winnipeg to points in Ontario or to Montreal will be materially reduced in price.

From Winnipeg, Mr. Shaughnessy went via the Crow's Nest Pass line to the Kootenay District of B.C. Capt. Troup, Superintendent of the Kootenay lines & steamers, met the party at Kootenay Landing. After crossing Kootenay Lake they went over the new line from Balfour to Nelson, where they were met by General Superintendent Marpole of the Pacific Division. After leaving Nelson they visited Rossland & went over the new line to Midway, afterwards going up the Arrow Lakes & on by the main line to Vancouver.

At Vancouver Mr. Shaughnessy held a conference with the Board of Trade. President Buscombe brought up the question of the inadequate steamship service between Vancouver & the North. He said the matter had been discussed many times before, & the merchants of Vancouver were all agreed that something should be done. During the past season, between 13,000 & 15,000 tons of freight had been shipped from Vancouver to the North. This at \$10 per ton amounted to a