

Had it not been for this belief—not a penny would have been raised in England, or spent in Canada, and we cannot see how Mr. Provand can adequately urge this before your Parliament and Government if a Select Committee is denied him.

We feel very strongly that this question is one of honour and not of politics, and we are surprised that any British Government should endeavor in a case of this kind, to repudiate engagements which other countries, such as the Argentine Republic, have been willing in similar cases to recognize.

We hope that you will reconsider your answer to Mr. Provand, and consent to the appointment of a Select Committee. We cannot help thinking that in so doing you will have behind you the best opinion of Canada, and that the adoption of a contrary course will leave a blot on the financial reputation of the Dominion which cannot fail to affect her interests prejudicially whenever she may again seek to enlist the assistance of British capitalists in the development of her Commercial undertakings.

We have the honour to be, Sir,

Your most obedient servants,

(Signed) EDWARD BOND,

“ RICHARD B. MARTIN,

“ J. VAN RAALTE.

Trustees to the Bond and Shareholders.

OTTAWA, 10th. APRIL, 1901.

Dear Sirs,

I have the honour to acknowledge the receipt of your favour of the 28th. march last, and in answer, I beg to enclose copy of a letter addressed by me to Mr. Provand, on the 20th. of the same month.

I have the honour to be,

Dear Sirs,

Yours very sincerely,

(Signed) WILFRID LAURIER.

Messrs, Edward Bond,
Richard B. Martin,
J. Van Raalte.

London, England.

OTTAWA, 20th. MARCH, 1901.

Dear Sir,

From your last letter received yesterday, I understand that you desire an official answer to yours of the 14th. instant. In view of the several conversations which we have had on the subject, I thought this unnecessary, for you make yourself the statement in your letter that: "The Hon. Mr. Fielding, convener of the sub-committee to whom this question has been referred, has proposed that we should recommence proceedings by introducing a private Bill to revive the Company's charter as we did in 1896 and the Government would allow the Bill to go before the Railway Committee in the usual way."