

**We have no doubt the claim would have been settled long ago but for the way our politics are arranged. In the beginning it was not a party question, but was made one for political purposes. Both parties were responsible for the scheme, and should now join in closing the unfortunate business so as to leave no stigma on Canada. It is a claim that will not down, it must be settled by payment.**

**We have recently received three pamphlets dealing with this question. The first was a general statement of the Company's case, the second one a letter to the Prime Minister, and the third—just received—is a letter to the members and senators. In the Journal of the 22nd ult., we commented on the letter to the Prime Minister, which disclosed the fact that five years ago the Finance Minister stated in the House that nothing remained for settlement except the compensation—the amount to be paid. How, then, is it that still the amount is not so much as considered? But waiving for the moment the question of compensation, our attention is drawn by the letter just received to other statements made in the House, by both ministers and members, that the charter of the Company was not revived in order to save the shareholders from further loss. Now we find, from official documents quoted in the letter, that it was not to save the shareholders from loss that the charter was not revived, but that it was to save the Government from the responsibility of having to pay the subsidy—a very different story. We quote what we said on this point in a former article, showing that the Company, according to all our parliamentary practice, was clearly entitled to a revival of its charter and subsidy. These were the words:—**

**“While every railway scheme, good and bad—indeed, some almost fraudulent—have had extensions of time and revotes of subsidies granted them again and again, similar privileges were refused to this Company of English investors who expended their money in our country on the Ship Railway promoted solely by Canadians and our own Government.”**

**We wish now to emphasize every syllable of the above. Another point touched upon in this statement of the Company's case, and also in the letters to the Prime Minister and to the members, is the fact that while building the Ship Railway the Company paid \$300,000 to the Government in customs duties, and about \$300,000 in railway rates to the I.C.R. In common fairness the Government cannot have any claim to this money. It prevented the Company completing the Railway and earning**