

I have therefore again to inform you that the Government adhere to this answer conveyed to you by Mr. Fielding.

Yours respectfully,

(Signed) WILFRID LAURIER.

A. D. PROVAND, Esq.  
Rideau Club,  
Ottawa.

OTTAWA, MARCH 22nd. 1901.

The Right Honourable Sir Wilfrid Laurier;  
Prime Minister.

Dear Sir,

CHIGNECTO RAILWAY.

I beg to acknowledge the receipt of your letter of the 20th. inst. in reply to mine of the 14th. It came too late to be added to the Statement of our case which had been already circulated to Members and Senators.

I much regret you have not informed me in reply to the last paragraph in my letter, whether you will grant a Select Committee to hear our case. You merely repeat the offer of a Committee to consider a Private Bill to revive the Company's charter which, for reasons given in my letter, I cannot accept, as unless it would act differently from the way in which any Railway Committee ever has acted (so far as I can ascertain) there would no opportunity given to us to lay before it the facts on which we base our claim on the Government.

I have the honour to be, Sir,

Your obedient servant,

(Signed) A. D. PROVAND.

LONDON, 28 MARCH, 1901.

To the Right Honourable,

Sir Wilfrid Laurier, G. C. M. G., M. P.

Sir :

CHIGNECTO RAILWAY.

We are in receipt of a communication from Mr. Provand, enclosing a copy of his recent letter to yourself, urging the appointment of a Select Committee to consider the claims of those interested in the Chignecto Marine Transport Railway.

We cannot help expressing our surprise that the committee has not been readily granted. It seems to us that such a Committee is now the only means left by which those who have subscribed to that unfortunate enterprise can effectually place their case before your government, the Canadian Parliament, and your people at large, and explain to them the terms on which British money was raised and expended in Canada.

Whatever might be the commercial practicability of an enterprise which Canadian experts pronounced to be not only feasible but likely to promote the immediate benefit of the country, it is clear that a very large amount of British money was subscribed in the belief that, whatever happened, the credit of the Canadian Government was, to a certain extent, pledged to the support of the undertaking.