

If the people of Ontario and Quebec consider the freight rates paid by them to be excessive, let them calmly and dispassionately ponder over the position of the settler in Manitoba who is starting anew in life to make a home for himself and his family, taking the above comparisons as a key to the situation.

Having compared the rates of the Grand Trunk with those of the Canadian Pacific, it is but just that the rates of the latter should also be given, so that it may be seen how that road deals with the freights of the farmers on either side of Lake Superior. The Canadian Pacific, as compared with itself, is as follows :

C. P. R. LOCAL MERCHANDISE RATES.

	Miles.	Class.				
		1	2	3	4	5
Montreal to Ottawa.....	120	\$0 15	0 13	0 11	0 10	0 09
Winnipeg to Douglas.....	122	67	57	46	35	32
Winnipeg to Douglas (special wholesale).	122	58	49	40	31	28
Ottawa to Toronto.....	260	36	32	27	23	18
Winnipeg to Broadview.....	264	1 00	84	68	52	47
Winnipeg to Broadview (spec'l wholesale)	264	86	72	59	45	41

C. P. R. Western Division Tariffs 14 (June, 1886), and No. 61, April 25, 1887.

C. P. R. Eastern Division Tariffs 4 (Nov., 1886) and No. 24, May 2nd, 1887.

How deeply the management of the Canadian Pacific Railway are interested in preserving their monopoly and the above extortionate rates, may be estimated from the fact that the company pay to the St. Paul, Minneapolis and Manitoba Railway Company twelve per cent. of the gross freight earnings between Port Arthur and Winnipeg; and the latter company's line being the only one in the United States which has hitherto had a connection at the southern boundary of Manitoba. In return for this bribe, extorted from Canadian pockets, this foreign corporation effectually chokes off all competition between the Province and the East by a southern route. How much this bribe amounts to annually is a secret well hidden from the Canadian public, but we can state on good authority, that for the past year it aggregated in the neighborhood of \$400,000.

INTER-PROVINCIAL TRADE.

Following is part of a resolution passed by the Winnipeg Board of Trade, on the 1st February, 1887 :