

"Therefore, be it resolved, that in the opinion of this Board no action shall be taken by the Government toward the subsidizing of the Ontario and Rainy River, or any other railway running in a similar direction, unless and until a binding agreement has been entered into by such road or roads with the said Government, one of the conditions of which shall be that no greater rate of freight shall be charged to Winnipeg, or other point in Manitoba or the Northwest Territories, on any goods carried over said road or roads because of the said goods having been delivered to them by any boat or boats other than those connected with the regular lines, or for any other cause, and that no rebate shall be granted on the freight of goods carried by one line or one boat more than another, or any favoritism of any sort shown in the receiving or carrying or delivering of any goods because of the manner of their reaching the said railroad or the party or parties from whom received."

Copies of the above resolution were forwarded to the Governor-General-in-Council, the Minister of Railways and Canals and the Minister of the Interior, all of whom acknowledged receipt. The Hon. Clifford Sifton, Minister of the Interior, shortly afterwards wrote asking for information, as follows:—

Toronto, September 15th, 1899.

"I beg to acknowledge receipt of your letter of the 28th ultimo, enclosing copy of a resolution passed at a meeting of the Winnipeg Board of Trade. I observe that the resolution contains the following recital: 'And whereas, the Canadian Pacific and Northern Pacific Railways for the past two seasons, in defiance of public policy, have enforced and are enforcing a system of discrimination, by exacting

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