

And this has never been denied or taken in question by any member of the Government. The delegation also had the benefit of the language used by the Hon. the Minister of the Interior, while in this country, on the effect of a change of policy, viz.:

"There will be trade enough in Manitoba and the Northwest to afford profitable results for both the Canadian Pacific and Grand Trunk railways if the latter should find entrance here; and it would be no small advantage to the country as a whole to have the large interests connected with these two great corporations enlisted in the work of developing the great west, instead of—as there is too much reason to fear has been the case in the past—as to one of them, devoted rather to the prevention of that development."

But, as you are aware, the result was unsatisfactory. The leader of the Government professed to throw the responsibility on Parliament, while at the same time dictating to the majority of that body what their course should be. Since then there has been plenty of time in which to consider the argument used and facts adduced pro and con, and so far as all that has been said or written on behalf of your Board is concerned, it can only be emphasized and added to; there is nothing to retract.

The policy of the Canadian Pacific Railway Company has not changed; it continues to favor the east at the expense of the west. Its policy is opposed to any distributing centres west of the great lakes. Its rates, to, from, and in, this country, are exorbitant, and as has been shown very clearly by your Board, out of all proportion to those charged for the same service elsewhere, and at the present time another illustration is given of this fact by the rates over the new Sault Ste. Marie route, which are, on merchandise from Minneapolis to Boston, a distance of about 1,425 miles, less than one-half of those charged from here to Montreal, an equal distance; while on wheat or its product 25c. per 100 lbs. is charged, and from here to Montreal 46 cents, or a difference in favor of the American producer of over 12½ cents per bushel of wheat. And this in spite of the fact that from Minneapolis to the main line of the Canadian Pacific Railway, and from Montreal to Boston the lines are built with private capital, and consequently interest has to be provided