

Now, Mr. Speaker, I have shown the saving on the estimated crop of 1890, and desire further to show the actual saving to one small district of this Province on the crop of last season, I refer to the Portage Plains, which includes High Bluff, Macdonald and the Portage. The quantity to be exported from this locality from the crop of 1889 will be about 1,200,000 bushels of wheat; the reduction of 3 cents per 100 lbs. on freight, effects a saving to this district of \$21,600.00, being equal to two-thirds of the annual interest on the entire bonus given to the N. P. & M. R.

But, the reduction upon freight rates on wheat exported is only one source of the saving effected to the country through the introduction of the N. P. & M. R. There has been a considerable reduction made on freight rates upon incoming merchandise. Prior to the entrance of the competing line, the rate which the C. P. R. charged upon first-class freight from Montreal and Toronto to Winnipeg by the Lake and Rail route was \$1.82 per 100 lbs., this same class of freight is now carried by the C. P. R. from the same points at a rate of \$1.66 per 100 lbs., or 16 cents per 100 lbs. less than the rate which obtained before the introduction of N. P. & M. R. I have only cited the difference on first-class freight; but all classes of freight share in the reduction in a proportionate rate. The average reduction, taking all classes of freight into consideration, will be about 10 cents per 100 lbs. When it is borne in mind that the great bulk of incoming freight is by the Lake and Rail route, the immense saving to Manitoba by this reduction in rates can be better understood and appreciated. The rates quoted are from the published tariffs, but I am given to understand by those engaged in business, that even better rates can be made than those scheduled, and that advantages in classification and other ways were now obtained that were not before available.

At least one important opposition organ has zealously striven to create the impression that the reduction in import rates had benefited the Manitoba dealers only, implying that they pocket the whole amount of the reduction; the absurdity of this contention is apparent to every man in Manitoba who has the least information as to the keen competition existing between Eastern and Manitoba wholesale houses; if the Manitoba firms retained the margin of difference in freights while the Eastern dealers

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