

The Commercial

WINNIPEG, MAY 17, 1887.

DISALLOWANCE IN THE EAST.

The virulent attacks which have been poured upon the people of Manitoba by all sections of the Eastern Canadian press during the past few weeks, and since the disallowance question came to the fore again at Ottawa, must surely make it clear that we cannot expect even a small measure of justice from that quarter. The East has nothing for the West but to keep this country in bondage and under the heel of monopoly, accordingly as its own blind selfishness directs it. It is useless to further attempt to show that the efforts being put forth to relieve the Northwest from oppression will if successful, redound to the benefit of the East as well as the West. Monopoly must be maintained in order that the East may continue to exact its pound of flesh from the West. All the old arguments that old Canada has purchased and developed this country at its own expense are raked over and over, and on this account this country must be kept in bondage and oppression, and all laws of commerce and development set at defiance, in order that Eastern people may be recouped for their alleged outlays. But a day of reckoning will surely come and if this policy of oppression and bondage is persisted in, it may devolve upon the people of this country to take other steps to free themselves from the servile position which they now occupy. Justice from Ottawa is apparently not to be expected if the tone of the leaders of the Eastern press may be taken as indicating the feeling there. The Manitoba delegates who went to Ottawa to urge the justice of our cause have been slandered and insulted from every quarter, and by independent and political journals of both shades of politics. They have been called liars by the *Toronto Mail*, which journal alleges that the real motives of the people here in their agitation against monopoly is to transfer their trade to St. Paul and Minneapolis. In stating that the people here were mainly anxious for a competing line to the East, the delegates have according to the *Mail*, endeavored to hide "the simple truth," and that journal adds: "Until they state their case honestly they are not likely to obtain sympathy; nor, indeed,

will they deserve it. The *Mail*, by advocating Manitoba's cause in one direction, the better to enable it to oppose our interests in another, has probably done this country more harm and raised more prejudice against us in the East, than have any other half dozen papers. The business men of Winnipeg who composed the delegation have been called mercenary agitators, speculators in railway charters, wire pullers, lobbyists, impudent and preposterous schemers, and a host of other opprobrious epithets by the leading Liberal organ published at Montreal, and that paper—the *Herald*—has declared that this united move on the part of the people of Manitoba against monopoly is but the agitation of a few Winnipeg speculators, who have a railway charter which they wish to sell to a United States railway and pocket the proceeds. The delegates are further called "boodlers," and are classed with characters who have gained unenviable notoriety in that way. The *Montreal Gazette*, though a little more moderate in its tone than its local Liberal contemporary, nevertheless indulges in a column of sneering remarks at the expense of the people of Manitoba, and not at all in keeping with the statements of Hon. Thos. White, proprietor of the paper, when lately speaking before a Winnipeg audience. To the *Gazette* it is a mystery, "why the people of Winnipeg should lash themselves into a paroxysm of excitement over the disallowance of local charters to the south." It then goes on to repeat the old C.P.R. arguments that disallowance is in the interests of this city, as it prevents railways crossing the boundary to the west, thus preventing the building up of towns which would be in a position to compete with Winnipeg. The C.P.R. Co. falls in for a column of laudation, and a vain attempt is made to prove that the freight rates charged by the company are exceedingly reasonable and advantageous to the country. Comparisons of freight rates charged on the C.P.R. are made with the Northern Pacific and the St. Paul Minneapolis and Manitoba railways, of course to the advantage of the former. Comparisons, however, are often odious, and can be made to prove almost anything. Only when the conditions are exactly similar can a just comparison be made. In the matter of rates, however, THE COMMERCIAL has lately shown that the C.P.R. freight charges on wheat from Manitoba points to Duluth are very much higher proportionately than the rates on

the St. Paul and Manitoba road to Duluth. But even should it appear that freight rates on the C.P.R. are not exorbitant as compared with one or two high price monopoly roads in the United States it would not in the least alter the position of this province in regard to disallowance. The question of rates, though an important one, is not the uppermost consideration in the agitation. A question of right and justice to this province of Manitoba is involved, and Manitobans must not rest until they are placed on an equal footing with the other provinces of the Dominion. If the people of Eastern Canada are wise, they will at once recognize fully our relationship to the Dominion, and allow simple justice to be done this part of Canada, otherwise a spirit of antagonism may be engendered here which it will take long years to eradicate. The Northwest can never be prosperous and contented whilst it is kept in a state of subjection and dependence upon Eastern opinions and interests. If the people of the East wish to profit by the development of the Northwest, they should at once cease to place artificial barriers to our progress, and seek to trade with us on legitimate and business-like principles. Enforced bondage will, if persisted in, in the end revert against those who seek to withhold from us our rights as a portion of the Canadian Dominion.

Now that the agitation against monopoly has reached its present stage of development, Manitobans should not tire in their efforts by the apparent failure to obtain justice from Ottawa. There are other courses of action open, and these must be exhausted before the vigor of our crusade against monopoly is allowed to relax.

RECIPROCITY.

Hon. Benjamin Butterworth's proposals for complete commercial reciprocity between Canada and the United States have provoked quite as much hostile as they have favorable comment in this country. It would appear from the manner in which the question has been discussed in this country, that the people here are not largely in favor of going in for any one-sided commercial arrangement with the United States. Whatever may be said for or against the National Policy now in force in this country, it would seem that protective principles have not lost by a fair trial, but on the other hand have gained in weight in the estimation of the