it pay for itself by sacrificing to it the commercial interests of the whole region through which it runs, in the first place is a glaring injustice to all the inhabitants of that region and, in the second place, is in reality the most expensive of all modes of paying for the road. The Mon. opoly Clauses were from the first motally un justifiable and commercially inexpedient, even if they were legally within the competence of Parliament. The re opening of the compact by the Company in applying for furtuer aid seemed a fair opportunity of redceming the commercial freedom of the Northwest; and the Minister of Railways did let fall on that occasion words which were taken to import a renunciation of disallowance; but the promise, if it was held out, has not been fulfilled. Faith must, of course, be kept with the Company, but it is equally necessary that in some way or other the shackles on Northwestern agriculture and commerce should be struck off. Without freedom of railway construction those fruitfu! plans might as well be sand or sea; without freedom of railway competition there can be no security for fair freights: we might as well fetter the ploughman, or cripple the plough. Winnipeg groans under a monopoly which, though it may be exercised in no opressive spirit, cannot tail to interfere with the fulfillment of her destiny as a great centre of distribution. On the subject of freights her Board of trade is in full revolt. Already the time has gone by when the Northwest could be treated as an outlying property of the Dominion, and managed not for its own benefit but for the benefit of its distant owner."

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