

such portions of the province as are not now applied.

He made a long speech, pointing out why in his opinion this should be done. He was afraid the C.P.R. would carry out their threat of abandoning the Emerson branch if the Government did not take it over. This would destroy the markets at Otterbourne, Dominion City, Niverville and other points; he thought the Government should lease it and perhaps the Northern Pacific railway would lease the R.R.V.R.

Mr. Greenway made a very vigorous speech. He mentioned the fact of the similarity of language in motions made by Mr. Douglas and Mr. Kirchhoffer and letters written by Van Horne to the Local Government as an indication that he was keeping them fully posted on what was going on. It looked as though the members of the Opposition had entered into a conspiracy with the C.P. R. to try to force the Government to abandon the R.R.V.R. and substitute therefor the Emerson branch. They had solemnly pledged themselves to build the road at the earliest possible moment and they were going to do it. It was to be built because it was in the interests of this country that there should be railway competition. The Government did not want to quarrel with the C. P. R., who had a large amount of property in Manitoba and would be benefitted as much as anyone by the development of the Province. If any one had any doubt as to the intentions of the Government to construct the road let them read the letter he had that day sent to Mr. Van Horne. Arrangements had been made with Mr. Oakes, of the Northern Pacific, by which, as soon as the road is completed, he will afford every facility, and would even put on a limited express running all the way to Montreal. The early completion of the road was in the interests of this city, in the interests of Manitoba. The reason why the C. P. R. so bitterly opposed the completion of the R. R. V. R. was because they knew that the moment the Northern Pacific could run into this city they would have to drop their rates; and then the merchants would be given the benefit of competing rates from eastern points, and the farmers the advantage of competing rates to Duluth. The farmers in the past have paid 10c per bushel more than they should have for the transportation of their wheat to the seaboard; and if the government could effect this saving this year on 12,000,000 bushels of wheat it would be considerably in excess of what they would expend in building the road. The only offer ever made the government by the C.P.R. re the Emerson branch was \$1,000,000 or \$50,000 a year. That line when built by the Government, only cost as per the public accounts some \$800,000; and were they after all these years going to pay \$1,000,000 of the people's money for this when they

could build a road in a much better position for less money. The Government have no intention of doing anything like that. (Applause.) By way of threat the C.P.R. had practically announced that unless the Government bought the Emerson branch the company would not extend their branches, even although the Government had offered them a subsidy practically sufficient to build the line. When the C. P. R. undertake to coerce the Government to their view of thinking, he could tell them, and the people of this country, that they cannot do it. (Loud applause.) They might as well understand the Government's position. They were going to build that road. The C. P. R. appeared to think they had only to dictate to the Government and it would yield. He desired that there should be no misunderstanding on that point, and he had written a letter to Mr. Van Horne that it was no use using threats against this Government. (Applause.) The lines to the boundary and to Portage la Prairie would be valuable assets. It was arrant nonsense to say that these roads would destroy the parallel C. P. R. lines; he believed the more lines there were, the more business there would be for each railway, and the country would become more prosperous. In conclusion he again reiterated amidst tremendous applause, in which the galleries joined in, that despite the threats of the C. P. R. and the efforts of their representative on floor of the House the people of this country would be enjoying railway competition before the snow flies.

Mr. A. F. Martin was not surprised at seeing the member for Emerson representing the Canadian Pacific. If the R.R.V.R. is abandoned no connection will be made this year with the Northern Pacific. All the C.P.R. wanted was another year of monopoly. That bridge at Emerson of which Mr. Douglas had spoken so much was not owned by the town for Emerson was practically in the hands of bailiff. That bridge could be sold to-morrow, and the C. P. R. in order to preserve that monopoly would buy in the bridge and connection could not be made this year, and the C. P. R. would get the advantage of another year of excessive rates. He claimed that the country from Morris to West Lynne required railway facilities. He did not believe Mr. Douglas' complaint about the C. P. R. abandoning the Emerson branch. It would be continued if necessary by the St. P., M. & M.

Mr. A. F. Martin, seconded by S.J. Jackson, moved in amendment to the amendment:

That all the words after "That" in the first line of the said amendment be struck out, and the following substituted therefor:

Whereas it appears from the correspondence laid on the table, and especially that portion which states "if the R. R. V. R. is to be built, and the Emerson