

paid by the other provinces in proportion to population will readily see. Let the other provinces remember also that while they have taken our lands, timber, and minerals away from us, and thereby deprived us of a great source of revenue, no one of them is placed in a similarly awkward and unfavourable position. Considering, therefore, that we have received but few advantages from Confederation as compared with the other provinces, that our land, timber, and minerals have been taken from us and devoted as much to their use as our own, that we entered the Union without debt, while the other provinces had debts amounting up to a good deal more than a score of millions which the Dominion was forced to assume; that we pay more than our share on what we have cost Confederation, and more per head than any other province in interest upon millions of dollars of debts which they contracted long before we began to exist, and upon which they themselves have never paid anything but interest, and upon the cost of railways and public works incurred by them at a tremendous expense, is it not untrue to say that so much has been done for us that we have no right to protest, and ungracious in the extreme to forbid us building a railway upon which no one outside of Manitoba will be asked to spend one penny?

We are now in a position to ask what object the Government can have in view in maintaining a Disallowance policy. Why is it that monopoly is not insisted upon east of Manitoba, while it is persisted in so determinedly as soon as this province is reached? We are told that if we were allowed to build our railways to the boundary we should take our trade away from Ontario and give it to the United States. If this argument applies to Manitoba it ought to apply with equal force to the other provinces, every one of which has water communication as well as railway connection with the United States, but we hear nothing of it in their case. More than that, if we should not trade with the United States, why is the Canadian Pacific allowed two lines of railway from Winnipeg to the international boundary line, one meeting it at Grenna and the other at Emerson? As a matter of fact it would be no new thing for us to trade with the United States, as we have been doing that for years through the medium of the Canadian Pacific Railway. On looking into the trade and navigation returns for 1886, for instance, I find that in that year there were entered for consumption in Manitoba goods to the value of \$1,031,094 from the United States. The objection therefore cannot be to the principle of importing from the United States; it must be that we should import a very great deal more than we do at present—so much more in fact that our own transcontinental line would be ruined, and our trade with eastern Canada would fall off to a very marked degree.

It may be remarked in passing that this solicitude on account of the C.P.R. is something exceptional. The Intercolonial is an asset of the Dominion, and has cost Canada about \$46,000,000, not a cent of which has been recouped, and yet the Government, instead of betraying any great amount of anxiety for it, have subsidised Mr. Pope's Short Line through Maine, which must necessarily deprive it of traffic, and make it even more useless as an asset. The case of the Grand Trunk is similar; although many years ago Canada lent some \$15,000,000 to that road and is still its creditor to that extent, the present Government is encouraging the C.P.R. to drive it to the wall by paralleling its line in every part of Canada, and by preventing its entry into the western half of the Dominion, thereby making the chances of the debt being liquidated even more slender and remote. It is not until we come to the C. P. R., the President of which boasted at the last meeting of directors that it no longer owed a cent to Canada, that we encounter this extraordinary care and solicitude; it must be noted, too, that the company which comes in for all this anxiety from the Government, besides receiving about \$112,000,000 of money and land from Canada, showed net earnings for the year ending 31st December last, amounting to \$3,068,041.84, and a nominal surplus of assets over liabilities of \$109,305,706.

It is difficult to believe, however, either that C.P.R. receipts or our trade with Ontario would be materially decreased. The belief entertained in this part of the Dominion is that the very opposite would be the effect. There would always be the duty ranging up to thirty-five per cent, to keep out United States goods. That in itself is a tremendous protection. Of course competition would cause a reduction of rates on United States lines as well as upon the Canadian Pacific. It must be remembered, however, that the present rates on United States roads have been fixed by the keenest possible competition, and are not therefore subject to a much greater reduction. It seems impossible to conceive, for instance, that the United States railways could very materially reduce their through rates, from their eastern seaboard to Winnipeg, or that they could effect any great reduction on rates from New York or Chicago. The C.P.R. rates on the contrary are in a position to come down, as is shown by such facts as that it costs 28 cents to ship one hundred pounds of wheat by the C.P.R., from

Winnipeg to Port Arthur, a distance of 430 miles; while to ship the same amount from St. Paul to Chicago, a distance of 420 miles, it costs but 7½ cents or a little more than a fourth. While therefore there is any amount of room for the C.P.R. rates to fall, rates on American railroads would show a tendency to remain stationary. There are other reasons, apart from mere exorbitancy, why a greater proportionate reduction could be made in C.P.R. Co. rates than in those of other roads. From Winnipeg to Montreal by the Canadian road is 1,423 miles, while from Winnipeg to New York the distance is 1,818 miles and from Montreal to Liverpool the distance is 200 miles shorter than from New York to the same place. Here at once is a tremendous advantage in distance in favour of the C.P.R. More than that, while the United States railways are built without subsidies, the Canadian Pacific has been aided by the Dominion Government to the amount of \$112,000,000 in lands and cash subsidies according to Mr. Blake's calculations. Surely such a road ought to be able to get the better of its United States competitors, and if it did, it would necessarily follow that, while competition with the United States would have the effect of reducing C.P.R. rates, it could not have anything like the same effect over United States roads where the rates have already been fixed by keen competition extending over several years. In that case, we should have very little additional temptation to import from the United States more than we have now; while cheap rates on the C.P.R. would necessarily increase our trade along that line and with Eastern Canada to an almost unlimited extent. Taking this view of the matter it would seem that all this anxiety which has been manifested on behalf of the C.P.R. and Eastern Canada has been without cause.

By way of conclusion, while it is not clear that either Eastern Canada or the C.P.R. would suffer if a competitive road were established it is certain that the continuance of monopoly must greatly retard the progress of the Canadian Northwest; if indeed it does not depopulate the country. From Winnipeg to Montreal, 1,423 miles, the C.P.R. rate on wheat is 50 cents per one hundred pounds. From St. Paul to New York, 1,500 miles, it is 32½ cents, and from Council Bluffs, Iowa, to New York, 1,440 miles, it is 25 cents per one hundred pounds. In other words, the Manitoba settler shipping at Winnipeg gets 17½ cents less than the Minnesota Dakota or settler shipping at St. Paul for every one hundred pounds of wheat, and 25 cents less per one hundred pounds than the Iowa settler who ships from Council Bluffs. The rail and boat rate is equally disastrous to him, while the through rate to Liverpool is absolutely ruinous. From Minneapolis to Liverpool, the through rate via Duluth, including harbour dues, etc., is 29 cents per one hundred pounds, while from Winnipeg to Liverpool, via Port Arthur, it is 55 cents per one hundred pounds. In other words the Canadian settler is disadvantaged in the Liverpool market to the tune of 25 cents per one hundred pounds, or 15½ cents per bushel. He has the same difficulties, the same high rates, to contend with, no matter what he wishes to export or import. Is it any wonder then that Canada's immigration funds are really helping to populate Dakota and Minnesota? It must be clearly evident to any one that so long as these monopoly rates are kept up immigration will go to Dakota and Minnesota rather than to the Canadian Northwest. And as long as that is the case, our friends in the East need not hope to get back the millions which they say they have invested here. If Canada has invested millions here, surely the sensible course is not to insist upon maintaining even at the point of the bayonet, a monopoly which simply throws the whole wave of immigration that would otherwise come here back upon the United States.

It seems strange then that the Canadian Pacific Railway itself should show so much anxiety to retain a monopoly which prevents settlement, and makes any great increase of traffic impossible. There is one point of view from which it would not appear so exceedingly remarkable. It may be that the sole object of the Canadian Pacific Railway is to prevent competition, not because it would lessen its receipts very materially at present, nor because it entertains the shadow of a fear that our trade will be diverted to the United States, but simply in order that it may in the meantime throw out an extension here and a branch there, and parallel lines elsewhere, until this whole country is so gathered into its grasp that competition for all time will be rendered absolutely hopeless, and the Canadian Northwest must be abandoned to the mercies of a huge railway monopoly forever. Have our eastern friends looked at the matter in this light? Have they ever thought it possible that they may have been cunningly deceived with the idea that they are protecting the Dominion, while, as a matter of fact, they are delivering half of it, bound hand and foot, over to a merciless monopoly? If they had, it is probable that they would ere this have promised their bayonets to this Province, rather than to the monopoly.

Let no one be misled with the idea that because the Ottawa Government has adopted the policy, therefore it is good. That Government