

questioned is answered by the price it is going to cost him to get at the market. Last night I took the liberty of telegraphing to Mr. Van Horne, as to the rates of freight which are to be charged for wheat from Winnipeg to Montreal during the coming season, and what is his answer? I will read it to the house:—

"On opening navigation, rate on wheat by railway to Port Arthur, lake from there to Owen Sound or Algoma, and railway thence to Montreal, will be 28 cents per bushel, including elevator charges, but by railway to Port Arthur, thence by water to Montreal, it will be about 25 cents per bushel.

"W. C. VAN HORNE."

(Cheers.) I venture to say that when you have established the fact that by this road you can take Manitoba wheat from Winnipeg and bring it to the port of Montreal at 25 cents per bushel, and when we remember that that wheat, at the port of Montreal, is worth at least 10 cents a bushel more than wheat from the Province of Ontario, which practically makes the cost of transport 10 cents less on the bushel, you have done away altogether with the question of monopoly. (Cheers.) The Canadian Pacific Railway Company have as great an interest, almost, as the country itself has in the development of that country. The success of their enterprise depends entirely on the manner in which they can put settlers into the country, and the manner in which they can put settlers into the country, depends on the manner they treat them when in the country. What did we find last fall, when the difficulties occurred in connection with the stories of frozen wheat in that country, and the actual fact of frozen wheat in some cases. When the settlers went to the managers of the Canadian Pacific Railway and laid the matter before them, they found them ready to meet their views at once; and upon that frozen wheat there was an immense reduction made at once in the freight charges, in order to compensate the settlers, as far as they could, for the damage done to them by this unforeseen and almost unprecedented event. (Cheers.) Sir, there is no ground whatever upon which any just complaint can be made in relation to the facilities afforded to that country compared with any other part of this North American Continent; and, sir, I venture to say—and I am sure people outside of this house, uninfluenced by their party sympathies and their party desires, will agree with me—that there is no part of the Continent of America to-day similarly situated with the Northwest Terri-

tories which has the same railway facilities afforded to it, and at the same time comparatively low rate of charges. (Cheers.) Now, sir, these parties say that they want branch roads, and I sincerely hope they will get them. If they will give capitalists a chance to have confidence in the country; if they will only hold their hand, and if hon. gentlemen in this house who are making use of the temporary agitation there for their own advantage will only hold their hand—if they will not create an impression in the minds of capitalists everywhere that that country is not a safe country in which to invest capital, because it is liable to political tumult, and possibly to political changes—if they will only avoid that—then, sir, I venture to say that money will be got to build these branch railways, and before ten years more the people of the Northwest, in every part of it, will be able to realize that their lots are indeed cast in pleasant places, and that they have indeed a goodly heritage. (Cheers.) Sir, the hon. gentleman did not refer to other grievances which the people urge. He did not refer to the project of

THE HUDSON'S BAY RAILWAY,

which they ask to be built immediately at the public expense—practically at the public expense—because I believe they are asking the provincial government to guarantee the bonds of that railway. Now, sir, I sincerely hope that the Hudson's Bay route will prove to be a success. I believe it will prove to be a success. It is a commercial question—entirely a commercial question. No building of railways to the Hudson's Bay by this house will ever make the Hudson's Bay route a success, unless you can convince merchants, ship-owners and underwriters that it is a safe route for vessels. But I am sure that the people of the Northwest will be glad to learn the announcement made the other day in the newspapers as to the policy of the government with reference to that project. In this, as in everything else, the conservative party are the pioneers in good works in the interests of the Northwest. (Cheers.) Sir, I am sure the people of the Northwest were glad to learn that it is the intention of the government this year to cause a thorough exploration to be made of the feasibility of that Hudson Bay route, and that increased inducements are to be given to capitalists who are disposed to enter on the work of the Hudson Bay Railway. I am not afraid, as one belonging to