

I respectfully submit that the views expressed by the Honorable Minister are entirely at variance with the past policy of the Government on this question ; and further that the effect of the proposed bill will be to perpetuate the monopoly which has been conceded in the North-west to the Canadian Pacific Company, and further enlarge the area over which the exclusive privileges granted to that Company will extend. By the terms of the compact made with the Canadian Pacific syndicate, that Company is to possess an absolute monopoly, and to be freed from all competition in the North-west. In significant contrast with that policy, the fullest competition is now recommended by the Honorable Minister of Railways against the Grand Trunk. The Grand Trunk Company is to be excluded from the North-West ; the Canadian Pacific,—built with the public funds,—is to be encouraged and aided by the Government in coming into the district served by the Grand Trunk, on the ostensible plea of giving competition to the people of the North-west.

I would ask how the Grand Trunk is to compete for North western business under the circumstances, seeing that the railway from Thunder Bay to Winnipeg, and that from the dividing line at St. Vincent, will be in the hands of the rival Company ; and no other railway access to the territory is to be permitted.

This Company has already experienced the disadvantages of the existing monopoly, even at a period when no other route is in existence ; and they may well entertain grave apprehension of ultimate exclusion, so far as that can be made possible, by insistence upon discriminating rates over the Canadian Pacific system.

Before the requirements of the North-west are known otherwise than by the Grand Trunk experience, and before the Canadian Pacific has opened any communication with that territory, the traffic to be interchanged is, upon the hypothesis of the Honorable Minister, sufficiently large to