

Pacific from the figures of 1886, they stand: 1.14 cents per ton per mile for freight, and 2.13 cents per mile for passengers,—a lower average than is shown by any important American line, aside from the old Trunk lines in the east.

It has been the aim of the Company to so adjust its tariffs that the settlers in the Canadian Northwest should receive more for the products of their farms, and pay less for fuel and no more for the other necessities of life, than settlers similarly situated in the United States; and that it has succeeded in this is clearly shewn by a comparison of prices with the neighbouring sections of Minnesota and Dakota. The Company has also dealt in the most liberal manner with all the independent railway enterprises in the North-west, and the building and operation of at least two of these would have been impossible but for its coöperation and liberality.

The development of the prairie section west of Winnipeg has been rapid, and on the section from Winnipeg eastward to Lake Nipissing, where little was at first expected, a valuable local traffic from the forests and mines is growing up, giving promise that even this part of the line will, before long, be self-supporting. It may, therefore, be argued that the protection afforded by the contract is no longer necessary; but it should be remembered that the Company, encouraged and aided by the growth of its traffic, and on the faith of this protection, has expended a vast amount of money on local lines in Manitoba, and, unless prevented by the acts of the Province itself, will yet expend a large amount in the completion of the system of branch lines it has planned, and has been carrying out as rapidly as its means would permit; and it should also be remembered that all of the 433 miles of branch lines operated by the Company in the Northwest are in Manitoba; that all but sixty-five miles were paid for with the Company's money, and that many miles were made