

her by the proposed work. The effects of the "boom" which preceded the completion of the line, and the undue anticipations which were then excited, have exercised their part in the creation of the discontent and disturbance which has culminated in the demand for the Valley Railway. Moreover, this scheme, which has been pushed through in defiance of the disallowance of the Dominion Government, might, I believe, have been delayed by some small amount of conciliatory prudence while the agitation was yet in its first phase. It is unfortunately true that the rough and imperious conduct and expressions of the directors and the minor officials of the Canadian Pacific Railway Company, in a great measure contributed to the irritation of the province. In spite of the benefits conferred upon the Dominion by the energy of the Company, it is ridiculous that any community should submit to remain at the beck and call of a railway syndicate. The directors have been generously supported by the Dominion Government; and it was their plain duty to do all in their power to facilitate the settlement of the difficulty which was arising, instead of adding fuel to the fire, and affording to men, already imbued with discontent, grounds excellent for the building and strengthening of their complaints.

There is undoubtedly great scope for improvement in Manitoba; and it may be stated with equal certainty, that the present high rate of freight charges considerably retards the progress of the province. The great monopoly power, though used with moderation, cannot fail to keep the rates for carriage at a high level; and these are especially excessive between Winnipeg and Port Arthur, where the water transit commences and provides the competition requisite for a reduction of prices. It is probable that the proposed Red River Valley Railroad, though pecuniarily a failure, would, by affording an alternative route, force the directors of the Canadian Pacific Railway to lower and to regulate their charges. But, since the question has been brought into prominence, and, by the want of tact of the Dominion Government, has given rise to widespread irritation, a graver consequence has made itself felt. The exaggerated idea of the extent and inflexibility of the monopoly has caused a real and perceptible impediment to voluntary immigration into the territory. It is the best opinion that at no time could the contract for a twenty years monopoly have been maintained. I believe that the directors of the Canadian Pacific Railway would not insist on its continuance during the whole term, so long as it is upheld for a reasonable period to admit of traffic settling down on the route, the interests of which they are primarily bound to guard. What constitutes a reasonable time may be a mootable point. Indeed, it is a subject