

tion this season of 112 miles of the South-western Railway. Let us hope that it will be built by some means or other. [Cheers.] Then take the Northwestern from Portage la Prairie westwards over the old trail which went towards Prince Albert. What is the position of that road? A few miles have been built and an advantage has been derived from it, and to-day the promoters are in England endeavouring to raise capital to complete it. And how are they met? The news that comes is that the enemies of the Northwest, the agitators of so-called settlers' grievances, have had such an effect upon the British mind that they are met with this agitation wherever they attempt to get a dollar of money to put into that road. (Cheers.) There is no difficulty about building railways through the Northwest, and as to that so-called monopoly clause, hon. gentlemen know that it was the policy of both political parties in this country that the Canadian Pacific Railway should be built in such a way, and the territory preserved in such a way, that the traffic of the Northwest should have at least a reasonable chance of coming down over our own lines and through our own channels of communication. (Cheers.) That was the policy of both political parties. The charter of the Canadian Pacific Railway does not affect old Manitoba at all. It has nothing to do with old Manitoba. Their is no privy of contract with the Canadian Pacific Railway Company that railway charters shall be disallowed within the old boundaries of Manitoba, and as to the portion of the province which is included in the new boundaries, if it applies to that, it applies by the deliberate act of the Manitoba Legislature, which passed an act sanctioning it. We have had an announcement made on the floor of parliament which, I believe, will be carried out, that with that railway built north of Lake Superior the interests of this country, in connection with the trade of the great Northwest, as well as the interests of the Canadian Pacific Railway, will render unnecessary any exercise of the power of disallowance; but that on the contrary, with that road built through that section of the country, the object of the company will be to secure traffic from the western states over their line north of Lake Superior, down to Montreal and Quebec, and from Quebec to the ports of the maritime provinces—and that will be their policy rather than to cut off communication with the American states.

THE QUESTION OF FREIGHT RATES.

And what does the monopoly amount to? Unless it can be shown that it has resulted in practical evils to the people of the Northwest, it is simply idle to talk about it at all. I find, taking the matter of freight rates—and I make the statement here from information which I believe to be correct—that during last fall there has been a higher price paid to the farmers for grain along the line of the Pacific Railway in the Northwest than along the portions of the line of the Northern Pacific in the corresponding condition in the United States. Now what are the relative rates of these two railways, which are corresponding railways, both carrying grain from the west to the east. From Winnipeg to Port Arthur, on the Canadian Pacific, the rate is 28 cents per 100 lbs; from Geneva to St. Paul, the same distance, on the Northern Pacific, it is 33 cents; from Manitoba to the Landing, 539 miles, is 30 cents; from Eagle's Nest to St. Paul, on the Northern Pacific, for the same distance, it is 48 cts. From Brandon to the Landing, on the Canadian Pacific, 568 miles, the rate is 33 cents; from Taylor to St. Paul, on the Northern Pacific, the same distance, it is 55 cents. From Verdun to the Landing, a distance of 615 miles, the rate is 36; from Sully Springs to St. Paul, the same distance, on the Northern Pacific, the rate is 64 cents. From Broadview to the Landing, 699 miles, the rate is 37½ cents; from Glendive to St. Paul, on the Northern Pacific, 690 miles, the rate is 80 cents. From Regina to the Landing, on the Canadian Pacific Railway, 792 miles, the rate is 40 cents; from St. Martin to St. Paul, 790 miles, the rate is 90 cents. From Calgary to the Landing, a distance of 1,275 miles, the rate is 63 cents, and the same distance on the Northern Pacific, the rate is \$1.40. (Cheers.) So that the rates you get for the longer distance on the Northern Pacific are actually double what they are on the Canadian Pacific Railway. That is the condition of the freight charges on these two roads, one running through American territory, and the other running through Canadian territory. Sir, there is no doubt whatever that the question of transportation is the great question for the Northwest—the one important question, which overtops all other questions. The one question which challenges every man who goes into that country, is whether he can secure for his grain such a price as will enable him to cultivate profitably, and that