

ion and determination upon this point. We are practically in rebellion against the Dominion. We are determined to build and operate this road to the frontier, if we have the strength to do so, and we believe we have."

"Supposing the Dominion won't inspect the road?"

"We'll run it without inspection."

"And then every person connected with the undertaking would be juggled?"

"How would they be juggled?" asked Mr. Luxton, with an air of mingled incredulity and amusement.

"The government will call out the Winnipeg volunteers."

"Then the Dominion Government would have an interesting time of it. The volunteers would certainly take sides with the Red River Valley Railway."

"That statement is treasonable."

"Well," replied Mr. Luxton, apparently not much shocked at the suggestion, "as I said before, we are practically in a state of rebellion to-day. The position of the Local Government is passive, as it always has been. At the last session of the legislature Mr. Norquay, by various manoeuvres succeeded in securing a majority of three in the legislature, which held him in office, but made him subject after all to the dictation of the opposition, which he accepted. The speech from the throne at the opening of the last session of the legislature was just such a speech as the opposition, had they been in power, would have put in the mouth of the lieutenant-governor. As I said, the local government is a passive government, and now that it finds itself in the position of a sawlog in a strong and swift current, it has got to go with the stream. Mr. Norquay was sustained at the last general election by a bare majority, and only by means which I found it possible to use because he was in power. He does not on general principles enjoy the confidence of the people of Manitoba to-day, but in this matter Mr. Norquay is the constitutional front of the province, and ninety-nine per cent of the people will stand at his back, simply to push him on."

"Will you receive any actual practical relief from the new road?"

"I say we will. In the first place let us assume, for argument's sake, that the competition will not give us better rates than we have to-day; it would still benefit us in several ways. When we approach a capitalist to invest money in our country he says: 'No, not a dollar, because you are a monopoly-ridden country.' We approach an intending emigrant, and he says: 'I won't go to Manitoba, because of the monopoly.' When the new line is completed that argument can no longer be used. But I say that it will afford us actual relief. The C. P. R. and the St. Paul, Minneapolis & Manitoba are very closely related. The Northern Pacific and the St. Paul, M. & M. are competitors, and the Northern Pacific will become an ally of ours in this matter; and thus the building of the road will ensure better rates between Winnipeg and eastern points, the Northern Pacific controlling the traffic as far east as Duluth. The Manitoba & North-western is

constructed from Portage La Prairie in a northwesterly direction, practically over the Mackenzie route for the C. P. R., which, west of the old province of Manitoba, is a much better country than that traversed by the present line of the C. P. R. At the last session of the legislature an act was passed incorporating the Winnipeg & Western Railway, which is an adjunct of the Manitoba & North-western, the intention being to construct a road from Winnipeg to Portage La Prairie as soon as the Red River Valley Railway is an assured fact. This would make two trunk lines through the entire North-west. "A great many people here in the east," continued Mr. Luxton, "think we are only talking when we say we are prepared to shoulder our shot-guns. But we are in earnest, and for the best of all reasons. Most of the people who are in Manitoba have been there from seven to fifteen years. They have invested there everything they have, and they know that that country if given a fair chance is all that they expected it to be. But they feel that being left to the control of one road means starvation to themselves and their families; hence the incentive to do what they say they will do and what they will do. But they fear nothing from armed force. The general impression, however, is this: Sir John and the government have disallowed every act that is calculated to facilitate the construction of this Red River Valley Railway. Sir John will not use force, but this action is generally assumed to be simply a redemption of his promise to the C. P. R. that he will do all that he can—short of using actual force—to secure them monopoly, and that having redeemed that pledge this will be the end of it. Actual force we do not fear, and we think Sir John has now gone as far as he will go. We know that we have the right to build the railroad between any points within the old province. Sir John and Mr. White admitted that; and we are going to build the line there. There has been an effort made by the C. P. R. to arouse the added territory against us by offering the workshops to Brandon and in other ways."

"The rates of the C. P. R.," continued Mr. Luxton, "are undoubtedly excessive, compared with any other rates published. At the same time, our quarrel is not with the C. P. R., but with the Government. The Government and not the C. P. R. are guardians of our rights. But the wisest of us cannot understand the policy of the C. P. R. in insisting on the monopoly in Manitoba. We are convinced that in doing so they are standing in their own light. They have an extensive land grant and they, above all others, are interested in that rapid settlement and colonization of the country which would result from the building of the new line."

"Supposing the C. P. R. were desirous of selling out—lock, stock and barrel?"

"That is the only theory on which their action is capable of explanation—that they want to sell out or abandon the road. They have threatened Winnipeg that they will side-track it and send their cars to Portage La Prairie by a short cut. This is simply puerile. Winnipeg is the metropolis of Manitoba and the

North-west, and if the C. P. R. were to side-track Winnipeg it would simply mean that they would lose most of the business of Manitoba and the North-west. We laugh at that. But the bad faith that is implied in that threat is the worst feature. When the C. P. R. crossed at Winnipeg it did so on these conditions. Winnipeg gave them \$200,000 in money; it gave them a site for a railway station; it gave them exemption from taxation forever and the use of the Louise bridge over the Red River, which bridge the city owned. All these the railway got for nothing, the principal condition being that the company would forever maintain workshops in the city of Winnipeg, all the workshops necessary for the Manitoba divisions of the C. P. R. Notwithstanding that solemn agreement they have threatened the city of Winnipeg that if they keep up this movement they will move the workshops from the city. We do not care for that, but we regard it as a very serious matter that the company should have so little regard to a solemn agreement as even to threaten such changes as that. But while we appreciate the immorality of the threat, it does not trouble us, because we are persuaded that the C. P. R. cannot side-track Winnipeg. They cannot send passengers any other way than by Winnipeg. If a traveller found that one of the lines passing through the North-west did not go through Winnipeg he would not take that line. We do not think that the policy of the C. P. R. in the North-west is a broad-minded policy."

"What about the progress of the country?"

"Notwithstanding all reports to the contrary the population of Winnipeg and the North-west has been decreasing, rather than increasing, during the last two years solely because of this monopoly policy. The crop this year is much larger than it ever was before, and the grain never looked so well as it does to-day. Cutting has begun and the entire crop will be in by the 1st of September, and by far the greater part of it by the 20th of August. The area sown has very considerably increased and the weather has been everything that could be desired, rain having fallen when it was most needed. From present appearances the entire area of wheat cannot yield less than 30 bushels to the acre."

"Why did you find it necessary to import oats from Ontario last year?"

"While the C. P. R. work was going on oats were at a high price, and so the area of oats sown was increased until the work ceased and there was no market for oats, the price of which then fell very low indeed. As a consequence of this the cultivation of oats was to a great extent abandoned and not enough was raised for home consumption. The farmers are really improving their condition. They are going largely into mixed farming, stock-raising, etc., instead of confining themselves to wheat."

"What is the price of meat in Winnipeg?"

"We pay about 15 cents a pound all round, but it is generally believed that the butcher makes an inordinate profit. The present price of meat live weight, is 3½ cents per pound. At that price stock can be raised in Manitoba at a profit of a hundred per cent. We can put up and feed hay for a dollar and a half a ton,