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Northwest itself; to which natural development of trade competition  
railway carriage between all the Provinces is essentially necessary.

"It is, therefore, not a policy of progress, but a policy of  
stardation, injurious alike to the Northwest and to the rest of the  
ominion, and, as such, it is inconsistent with the principles of  
onservatism."

Under these circumstances it is pretty hard to be told now that  
he Province having returned a majority of Government supporters,  
e have thereby endorsed the policy of disallowance.

The next points to be considered are :

1st. If the Canadian Pacific Railway is charging excessive rates  
and between places in the Province of Manitoba ; and,

2d. What effect a competing line to the international  
boundary will have on inter-provincial trade.

### RATES.

Wheat, lumber and fuel are, as everyone knows, the most  
important articles in the settler's economy. Wheat is the staple  
product ; lumber is used for the construction of his house and farm  
buildings ; coal is an urgent necessary of life in a severe climate and  
in treeless plains. It is evident that, other things being equal, if  
the railroad rates for these three articles in Manitoba are exhorbit-  
antly high in comparison with similar rates elsewhere, farming in  
our Northwest cannot pay simply because it cannot compete.

Mr. VanHorne assured the Board of Trade, voluntarily, in  
1882, in the most solemn words, that our fuel and lumber would be  
carried at cost \* \* \* \* while wheat would be  
carried at a bare margin over cost to assist the settlers ; and that we  
must expect to pay fair rates for our merchandise. The following  
facts will show how far this promise has been kept.

### WHEAT.

Mr. VanHorne lays stress upon a wheat rate of 33 cents from  
Calgary to Port Arthur, a distance of 1,269 miles, and relies on this  
rate for comparisons with other roads having a monopoly in their  
territory. But as a matter of fact that rate is given from all points  
west of Indian Head, which is only 741 miles from Port Arthur.  
The explanation is that no wheat is shipped from Calgary ; Regina,  
86 miles west of Port Arthur, being practically the most westerly

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