

policy, have enforced, and are enforcing, a system of discrimination by exacting an increased rate of charges on goods for Winnipeg and other points in Canada when delivered at Lake Superior to either of the said roads by other than favored lines of boats."

I would say, by reference to the Board of Trade report 18 for the year 1897, page 38, the original protest of the Board in this matter will be found; also, further reference to it in report 19 for the year 1898, page 35. The position of affairs there outlined has continued up to the present time, the only difference apparently being that as the railways were able to force the steamship lines to their terms these lines were brought into the combination and the number of favored lines was simply increased to that extent; but at the same time the same as commencing with the season of 1897, there is to-day a discrimination against all boats who are not named among the favored lines (not in the combination), by which a higher scale of charges from Port Arthur and Duluth respectively are exacted on goods coming by them than by the favored lines. To give a few instances:—

Rate, Port Arthur and Duluth respectively, per favored lines:

1.	2.	3.	4.	5th class.
93c.	79c.	65c.	56c.	47c.

Per outside lines:

1.	2.	3.	4.	5th class.
\$1.15.	98c.	80c.	66c.	57c.

Other classes in proportion.

This will, I trust, be the information asked for by Mr.