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our growing import and export trade in that quarter. Competition in freights to the Pacific coast is relatively of as great importance to us, as competition to Lake Superior and eastern points. We are now exporting considerable quantities of butter, cheese, flour, cereals, etc., to British Columbia, and importing from that province fish, fruit, lumber, canned goods, etc. More favorable rates to and from Pacific coast points is something which the trade here has frequently felt the need of very keenly. An instance may be given to show the desirability of such competition. At present the rate via the C.P.R. on canned goods from Vancouver to Winnipeg is \$1.56, in car lots. From California to Montreal the C.P.R. will carry canned goods at \$1.05, though in the case of the latter the haul is nearly three times greater than from Winnipeg to Vancouver. Recently a Winnipeg firm wished to import rice from China via the C.P.R. steamers, but the agents refused to quote any rate to Winnipeg. Many references of this nature could be given to show the necessity for the breaking up of the railway monopoly between Winnipeg and Pacific coast points.

THE two or three provincial papers which were favorable to the Northern Pacific railway agreement, profess to believe that the opposition to the ratification of the arrangement was owing to the clause relating to the construction of a branch from Morris to Brandon. It is difficult to see where these papers got hold of such an idea, unless on the principle of the wish being father to the thought. Certainly there has been no opposition shown in Winnipeg to the construction of the Brandon branch. The writer, who is thoroughly familiar with the feeling here in commercial circles, especially in the wholesale trade, has yet to hear the first decided objection to the Brandon line. The objections to the Northern Pacific agreement have been well ventilated in the press here, but no opposition has been shown to the construction of the branch from Morris, either in public or private, and those who have put forth the statement that Winnipeg is opposed to the building of the Brandon branch, have done so for the purpose of gaining by the sectional feeling thereby engendered. This endeavor to work upon sectional jealousies is very unworthy of Ministers, politicians and the press. Still here are several provincial journals which

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adopt this style of "argument," even when they are compelled to resort to direct misrepresentation to make a point, and Ministers have at times followed the same unworthy course. The objections urged in Winnipeg to the N. P. agreement all related to the Red River Valley road and the Portage extension. First there was the argument that the assistance given by the province was excessive; no guarantee of low freight rates on leading exports; the exclusion of the St. P., M. & M. road from running powers; the handing over of the R. R. V. Ry. to a private corporation, after the construction of the line as a people's road; the construction of the Portage branch by the province, to be likewise handed over, the province being at a loss of the interest on the money expended thereon; the probability of a pooling arrangement between the C. P. R. and the N. P. These were the main objections to the ratification of the N. P. agreement. As for the proposed branch from Morris to Brandon, the terms relating to it are very much more favorable to the province than is the case in connection with the R. R. V. and Portage lines. The Brandon branch will pass through a good section of country, and running

between the two Southwestern branches of the C. P. R., it will afford competition in grain freights to the towns on these southwestern branches, as can be shown. The C. P. R. will be obliged to give the same freight rates on grain exports from its southwestern branches as the N. P. would give from its proposed Brandon branch, for if rates were higher on the C. P. Ry., grain dealers would be unable to pay as high prices as dealers on the N. P. road, and thus the N. P. road would draw grain from the country north and south of its line, which would otherwise go to the C. P. R. The Brandon branch therefore guarantees competition in export rates to a large section of southern Manitoba. The construction of the Brandon branch cannot have other than a beneficial effect upon the trade of Winnipeg. Some traffic which would otherwise pass through the city, will then go to the south, but this is of no real importance. On the other hand, a new country will be opened up and towns will grow up along the railway, to the benefit of the wholesale trade of the city.

TAYLOR & WILSON are building a three story hotel at Whitewood, Assa.