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has been misinformed by some of the other officials since assuming the active management of the road.

'I agree with Mr. Whyte to this extent that, next to the continual agitation in connection with the exorbitant freight rates and inefficient transportation facilities generally there is nothing probably which tends more to retard immigration than the bugbear of high-priced lumber and the difficulty in securing building material at a reasonable price. That it is a bugbear and not a condition can be easily established.

THE CANADIAN PACIFIC RAILWAY AS MANUFACTURERS.

'The Canadian Pacific Railway or any other railway company receiving government aids by grants of timber or other lands, has no right to enter into competition with private individuals in either manufacturing or business enterprises. This principle is generally recognized by governments, by refusing to grant permission in their charters. The manufacturers of lumber I am sure, would cheerfully welcome as brother lumbermen any Canadian Pacific Railway men who would invest their own capital and do business under the same conditions that the present lumbermen have to meet. This would be a very different proposition to Canadian Pacific Railway officials conducting a lumber business with Canadian Pacific Railway funds, and finally losing sight of the profit or loss in a general routine of the Canadian Pacific Railway profits.

'WORK OF THE ASSOCIATION.

'Previous to the year 1890 or 1891, the lumber manufacturers sold direct to the consumers throughout the country. This naturally took from the retail dealer the most desirable trade in his territory, and in many cases, renders it impossible for him to make a living. The trade generally was in a most unsatisfactory condition. The dealers realized that something must be done to save the capital invested and protect them from the unfair competition referred to. The manufacturers were in sympathy with the dealers in this movement, inasmuch that it improved the position of the retailer and enabled him to more promptly meet his bills. The association was therefore organized to protect its members from unfair competition, to collect and distribute among its members such information as may be of service to them, and generally in the interest of the retail lumber trade. To watch carefully the probable public requirements and endeavour at all times, through its members, to have at all points a sufficient stock of lumber to meet the demand.

'Among the first public services rendered by the association may be mentioned a reduction of 5 cents per 100 lbs. on the then existing rates on lumber secured through a letter dated about ten years ago and addressed to the General Passenger and Freight Agent of the Canadian Pacific Railway, which letter was presented by a deputation of the dealers urging action thereupon, and a further reduction was at the same time obtained by the dealers from the manufacturers, both of which reductions were given to the consumers.

'The following is a copy of the letter referred to :

'WINNIPEG, February 13, 1894.

" R. KERR, Esq.,

" General Freight and Passenger Agent,

" Western Division of the Canadian Pacific Railway.

" DEAR SIR,—At the annual meeting of the Western Retail Lumber Association, having membership of 150, and comprising all the retail yards of this province and the eastern part of Assiniboia, held here on the 12th inst., the question of the existing freight rates was discussed and a committee appointed to bring under your notice that the rates charged by your railway are excessive and burdensome.

'The committee chosen desire to submit for your consideration the cost and charges on lumber to the consumer; the price paid for rough lumber at the mills being the