

committee to wait upon the Local Government and press for such amendments. This committee, after using every endeavor in their power, secured only some empty promises from members of the Government, none of which were fulfilled, and it was made plain to all interested, that neither the Government nor the Legislature had any intention of removing any of the objectionable features of the laws complained of.

Another grievance which has been kept in agitation by your Board and Council, is the disallowance of Manitoba railway charters calculated to bring relief from the burden of railway monopoly under which the province suffers. During the year the Board have used every possible effort to get relief from this, and by resolution, appealed to the City Council of Winnipeg, asking that representative body to offer a liberal bonus to any company, independent of the C.P.R., which would furnish a line of railway connecting the city with other routes to eastern markets.

Your Board is desirous of impressing upon the people of the older provinces, that its efforts to get free from railway monopoly are not dictated by any desire to make the markets of this province in the United States. On the contrary, its sole aim is to secure railway competition between Manitoba and these older provinces, where the ties of Confederation and a system of national tariffs, point to us our natural markets. The Board adhere to the theory that transportation between the Northwest and the east, facilitated and cheapened, must necessarily increase the trade intercourse between the two.

Another point on which the position of your Board is too frequently misrepresented on this question, is that it is accused of demanding from the Dominion a concession, which would entail repudiation of a fair agreement between Canada and the C.P.R. Company, whereas the Board has at no time demanded anything beyond the right of Manitoba to charter railways to the southern boundary of the original province, a limit which is included in no agreement between the Dominion and the C.P.R. Company, but which is kept closed against railway construction by a Government Policy which has a crushing effect upon the Northwest, is detrimental to the trade interests of the Dominion, and instead of being a guard to, is in reality a drag upon the prosperity of the C.P.R. Company.