

will prove of great benefit to both Minneapolis and St. Paul, in giving them a shorter and more direct route to the east, in competition with the lines around by Chicago. The Minneapolis & Sault Ste. Marie railway will also form a valuable feeder to the C.P.R., and will doubtless provide a large and lucrative traffic for the Algoma branch and the eastern portion of the main line. By this route the C.P.R. would have the greater portion of the haul, the distance from the Sault being about 500 miles. This would make the total distance from Minneapolis to Montreal something over 1,000 miles, or 350 miles less than from Winnipeg to the latter place.

It is not at all unlikely that within a few years Winnipeg may have connection with the east via the south shore of Lake Superior and Sault Ste. Marie. A scheme is now on foot to connect Duluth with the Sault, which could be done by utilizing portions of railways now built. The Duluth and Winnipeg railway has been a favorite scheme for years, and though the undertaking has not yet assumed a very practical form, yet there is every probability that the road will ultimately be built. Railway connection between Sault Ste. Marie and Winnipeg would of course be of little benefit to this place, excepting the season of lake navigation, so long as the C.P.R. controlled the connecting link between the Sault and the east. There is every probability, however, that the C.P.R. would not long form the exclusive link between the Sault and the east. More than one scheme has already been projected to build railways running westward through Ontario to the Sault Ste. Marie river, and before Winnipeg has direct railway connection with Duluth, it is not unlikely that the C.P.R. might have active competition for the south shore traffic, from a line running eastward from the Sault. These are considerations which at the present time may seem somewhat distant, but it cannot be said that the prospect of through connection between Winnipeg and the east, via the south of Lake Superior, is at all visionary. On the other hand there is every probability of the opening of such a route in the not very distant future. In the meantime the C.P.R. will derive great benefit from the traffic which it will receive from the northern portions of Wisconsin, Minnesota and Dakota; whilst Montreal will also profit in being made the seaport for the grain and flour trade of this region.

Since writing the above a dispatch has been received from Montreal, to the effect that the Midland branch of the Grand Trunk railway will be extended to Sault Ste. Marie at an early date, the funds necessary for the prosecution of the work having been guaranteed by New York capitalists. The dispatch further states that the Grand Trunk authorities have secured permission from the United States Government for the construction of a bridge across the Ste. Marie river. Connection with the east via the south shore of Lake Superior and by an independent line of railway, may after all not be a great many years in the future.

THE PROVINCIAL ELECTIONS.

The electoral contest is over, and the result has been a narrowing of the Norquay Government majority to a very considerable extent. Whereas in the last Legislature the respective strength of the two parties stood as eight to twenty-two in a House of thirty members, in the new House the relative figures will stand as nineteen ministerialists, fourteen for the opposition and two independents, in a House of thirty-five members. Allowing the two independents to the Government, they would still fall short of the number of their following in the last House, though the new House will have five additional members. But the Government are by no means sure of the independents, though popular opinion would seem to give one to each party, which would leave the relative strength of the House unchanged. However, the majority of five is quite large enough to enable Mr. Norquay to carry on his Government, should his present following, with the large infusion of new blood, prove as compact and subservient in voting as in the last House. On the other hand, should dissention or a disposition to independent action arise, it would require but a change of three votes in the full House to place the Government in jeopardy. But we may expect Mr. Norquay to be as subservient to outside influences as ever, and if there is any such a thing as shaping his policy so as to maintain a majority, that majority will be maintained, regardless of the number of shifts or changes which may be deemed necessary.

Aside from the party aspect of the case and in comparison with the last Provincial Legislature, the people of Manitoba have reason so feel satisfied with the composition of the new House. Even those most bitterly opposed to Mr. Norquay and his Government, will find many causes for congratulation, when they

quietly survey the situation and compare the result with that of past elections. It is almost unnecessary to state, so apparent is the fact, that the newly elected Legislature of Manitoba is far in advance of any of its predecessors, in point of ability and solidity. Our last House, composed of many impecunious irresponsibles, some of whose cerebral organs were about as empty as their pockets, was the laughing-stock of the Dominion. This stigma upon the intelligence of the Province has been removed, and the new Legislature will now compare favorably with any other similar body in Canada. The impecunious members have been largely left out, together with a number of the most objectionable candidates, and the speculative element which so largely obtained in the last House, has been eliminated in favor of commercial and agricultural representatives. The commercial class, especially have reason to feel satisfied, and with the composition of the present House we may safely hope for less legislation in the interests of dishonest bankrupts, speculators, and irresponsibles generally, such as disgraced the last session of our Provincial Parliament. In one or two instances men of superior ability have been passed over, in favor of vastly inferior candidates; but in a party contest this feature can hardly be entirely avoided. However, in other instances a good deal of independent action has been shown on the part of the electors, and this was especially marked in the city of Winnipeg, where both candidates owe their election to the independent men, who refused to make tools of themselves at the bidding of party. In South Winnipeg, the most wealthy and intelligent constituency in the Province, and where the Conservatives undoubtedly have a good majority of the electorate, including upwards of 200 civil service employes, a pronounced liberal was elected by a good majority, in spite of the most strenuous efforts of his opponents. Here the contest was fought squarely on the issue of Provincial rights, the ministerialist candidate owing his defeat to his espousal of the cause of Dominion Conservatism, including railway monopoly and disallowance, together with his personal unsuitness to represent a commercial constituency. The latter objection would probably have been overlooked; but disallowance the electors would not have crammed down their throats. In North Winnipeg the election of a Conservative in a Liberal constituency was due to the firm stand taken in favor of Provincial rights and his declaration of independence when Provincial interests were at stake, together with his fitness for the position as a representative from the commercial metropolis of the Northwest. Remarkable to relate, the Liberal candidate in North Winnipeg is the only one in the party who has shown any sympathy with monopoly, whilst personally he was objectionable to the commercial interests largely comprising the constituency.