

goods or work which can be procured or done at home. When this reform is accomplished, then will Winnipeg dealers and manufacturers have more cause for complaint if residents of outside towns continue to send out of the country for their wants, in preference to encouraging home industry. Both the city and the provincial towns have much to learn in this respect, and when the matter is taken into proper consideration, we may expect to see the whole country greatly benefitted thereby.

SOME OF THE BENEFITS.

Since the first opening of the Canadian Pacific Railway through to the Pacific coast, the readers of the Canadian press have been treated to a continuous surfeit of eloquent bosh regarding the consummation of this undoubtedly important event. Editorial writers have soared away so far into the visionary in attempting to dilate upon the completion of this great undertaking, that it was a wonder they got back to *terra firma* in time for the next issue of their journal, whilst miscellaneous scribblers have gone into exercises of delight, and platform speakers have effervesced *ad nauseam* on the same theme. The glories of effete Asia, with which we have been brought in more direct contact, have been pictured to us, and we have seen (in our mind) the riches of the voluptuous Orient streaming across our broad prairies in a continuous cavalcade of glittering splendor. The Joss worshipping Mongolian, the savage Corean, and the timorous Hindoo have all been made to stand up in turn and do duty as a sort of background to the picture of Canada from ocean to ocean, via the C.P.R.

Now with all due deference to the many able writers and speakers who have considered this subject (and who in Canada has not) and bent their energies to produce a glowing picture, have we not had enough of this Don Quixote style of writing about the C.P.R. and the great country through which it runs? We have been puffing ourselves up over our enterprise in building this great railroad to such an extent, that like the venerable Mark Twain's frog, which tried to increase its proportions to the size of an ox, we may be in danger of sustaining serious injury. This waxing eloquent over the matter may do very well to arouse the spirits of the hypochondriacal or please the superficial mind, but the real and important issues attending the opening of the

railway through to the coast are very apt to be lost sight of in the attempt to produce a glowing picture.

That the inauguration of such a great undertaking as the opening for through traffic of the C.P.R. should be made use of for the display of a little eloquent enthusiasm and national vanity is perhaps quite natural as well as excusable, but ample time has been given for displays of this nature, and it might not now be out of order to take a more practical view of the whole matter. Eastern newspapers day after day contain paragraphs telling of some new benefit to the country from the opening of the road, and some western papers have also kept standing headings in their columns over items of a similar nature. But there are two sides to every question, and so it is with many of these reported "benefits," which upon investigation prove to be very doubtful ones. Indeed, people in Manitoba and the Territories are beginning to find out that many of the promised benefits from the opening of the road are rather slow in making themselves felt. Further, it has been discovered that under existing arrangements, a through line of railway to British Columbia has given the people of the Northwest new causes for complaint and placed additional injustice upon them.

The Canadian Pacific Railway is certainly a great undertaking. The building of the road over the prairies of the Northwest has to a great extent made this country what it is to-day. If managed in the interests of the people it should continue to prove an unmixed good to the people of the Northwest as well as to the whole of Canada. The railway was built with the money of the people of Canada, the Northwest contributing proportionately a very large amount. The road was not built for the benefit of one portion of the country, that an injustice might be done another portion, but for the equal benefit of the whole Dominion. Therefore the people of this part of Canada have a right to ask for and receive fair treatment from the C.P.R. Co. This is all we ask and all we have a right to expect.

Before the opening of the railway to the Pacific coast, we were frequently told in glowing language of the great impetus which would be given to trade and industry in the Northwest through the opening to us of the British Columbia markets. More than three months have passed since the completion of the road and very little has been accomplished toward estab-

lishing trade relations between Manitoba and the province by the Pacific. By a system of discriminating rates the producers of this country have been shut out of the British Columbia markets, and it has been clearly demonstrated that the railway company has determined that Manitoba shall not share to any extent in the Pacific coast trade. True, the markets of that province were not open to us before the completion of the C.P.R., but that does not in the least lessen our claim upon them now. In every sense of justice the markets of British Columbia belong to the Northwest in so far as we are able to supply that province with the products of our industries, and that we are now largely excluded from them shows how hopelessly and helplessly we are in the hands of this railway monopoly. If there is a man in the entire Northwest who will close his eyes to the position of this country in relation to railway monopoly, he must indeed care little for the prosperity and development of his native or adopted home. We have seen mercantile commodities, for the production of which this country is specially adapted, brought from fifteen hundred miles beyond our province, carried across our prairies, through the mountains and placed in the markets of British Columbia, whilst producers here of the same goods can but look on helplessly and bewail their position. A city contemporary a short time ago contained an article headed "One of the Benefits," relating to the through shipment of shingles from Oregon territory to the east via the C.P.R. In the article referred to this word "benefit" was given prominence by quotation points, we presume out of sarcasm on the part of writer. We ask the producers and shippers of Manitoba what *they* think of the benefits? We ask our butter and cheese manufacturers what they think of the benefit of having to pay about \$1.25 per 100 pounds more for shipping their product from Winnipeg to the Pacific coast than they could ship the same commodities from Montreal? We ask our country merchants what they think of the benefit of having to pay a higher rate of freight for their goods from Winnipeg to Calgary than rates on similar goods from Montreal to Victoria? We ask our wholesalers a similar question in regard to goods shipped from Winnipeg to the Pacific coast? And when these questions are honestly answered it will be seen that the opening of the C.P.R. to the Pacific coast has not proved an unmixed blessing to the Northwest.