

creasing settlement this traffic will assume immense proportions. It may be expected that the great water power at the Sault will also be developed, with the opening up of the region to railway communication. With the advantages of both railway and water traffic, it should be a favorable point for the location of manufacturing industries. Montreal also expects to reap advantage from the opening of the new route. Already it is claimed that it will make Montreal a Canadian Chicago. Montreal is certainly so situated that she should profit very materially from the opening of the Sault route, if her business men avail themselves in time of the opportunities placed in their way.

AND what about Manitoba's interests in considering the Sault Ste. Marie route? If half a dozen winter routes and a cheap summer route were inadequate to the requirements of Minneapolis, how is Manitoba to drag along with a single monopoly road? If the Minneapolis milling industry was being crushed by a seven cent rate per 100 pounds on wheat and flour to Chicago, how is Manitoba to prosper with a thirty cent rate on the same commodities to Port Arthur? And yet the very road which is giving Minneapolis and its tributary country an additional outlet, is the one in whose interests Western Canada is bound down by an iron-heeled monopoly. In many parts of Manitoba the settlers are suffering most severely from lack of railroad communication. On this account some have even been compelled to abandon their farms. The progress of the country is seriously retarded. And all the time independent roads are prevented from constructing lines in the country. The C.P.R. people claim they have no money to build roads here, yet they seem to have had no trouble about raising funds to build this Sault and other Eastern lines. Then there is the shortage of cars here which is working such sad havoc to the commercial interests of Manitoba and the West generally. But whilst the trade of Manitoba is allowed to suffer from an almost complete stoppage in the railway service, the C.P.R. Co. will doubtless find plenty of cars to keep up its new Sault and Eastern connections. The Government which forces a railway monopoly on the country, should see that the railway provides at least a half decent service. The people of Manitoba have nothing to say against the Sault route. They hope to have a competing line via the Sault themselves at no distant date. But the opening of that line, and the part the C.P.R. Co. is playing therewith, only brings forcibly to view the great injustice which is at present being done the Canadian West in the matter of railway monopoly.

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