

road will "be remunerative from the outset."

After this declaration we may expect less hostility displayed toward the road from Winnipeg to Hudson's Bay, from Eastern people. If the proposed railway to James' Bay be practical, surely the road from Winnipeg to the Bay is a great deal more so. As far as the country through which the respective roads would pass is concerned, the comparison is very greatly in favor of the western route, topographically and in point of climatic conditions. The heavy snow-falls of northern Ontario, to the depth of from four to six feet, are altogether unknown in the region through which the road from Winnipeg would pass. Then as to the natural obstacles to be overcome in the construction of the different railways, the western route has everything in its favor, the country being comparatively level and free from engineering difficulties.

Taking up the question of navigation, no comparison can be made between the respective routes. James' Bay, which forms the southeastern extension of Hudson's Bay, is known to be a shallow body of water, containing many shoals. It is moreover largely composed of fresh water, owing to the many streams running into the bay, from which cause it freezes over early in the autumn. The Hudson's Bay Co.'s posts on James' Bay are supplied from York Factory by a small schooner during the summer, the larger ships not venturing far into the bay, owing to the shoals. A railroad to James' Bay would therefore depend entirely upon local resources for support, and could not enjoy the advantage of steamship connection with Britain and Europe, with its attendant through-traffic, such as would be the main support of a road to Churchill or York Factory.

In the matter of local traffic, the proposed James' Bay railroad would depend upon the natural resources of the district through which it would pass, together with the products obtainable from the bay itself. These resources undoubtedly represent considerable wealth, including timber, fish, oil, etc., and would in time no doubt, furnish the road with a large and lucrative traffic. But in this respect also the Winnipeg road is not a whit behind the proposed James' Bay railway. In the handling of the products of the bay, the western road would have the advantage of a terminal port accessible to the largest ocean steamships, and in

closer proximity to the most valuable fishing and whaling grounds of those latitudes. The timber resources of the district through which the road would run are also equal if not superior to the proposed eastern line; whilst the mineral wealth of the country is known to be such as would alone prove of great advantage to any road intersecting the district.

The advantages, then, which the Winnipeg and Hudson's Bay railway would possess in comparison with the proposed railway through Ontario to the southern extremity of the bay may be summed up as follows:

A line of railway admitting of a lower cost of construction and in the building of which fewer and less formidable engineering obstacles would be encountered.

Better climatic conditions for the operation of a railway, especially in the freedom from heavy snow falls.

Terminal point at a harbor accessible to the largest ships and enjoying a longer season of open navigation.

Connection with steamship lines to Europe, with the accompanying through freight.

Equal if not superior advantages in the natural wealth of the country through which it would pass, as offering a good prospect for a lucrative local traffic; also offering as good if not better facilities for handling the products of the bay in fish, etc.

These and other advantages in favor of the road from Winnipeg, in comparison with the Ontario scheme may be shown, not with the object of endeavoring to prove the impracticability of the latter, but to make clear the feasibility of the former. The James' Bay railway will unquestionably be built, with excellent prospects for a paying investment, just as the Hudson's Bay railway is bound to prove a successful enterprise; and in due time other similar schemes, now unheard of, will come to the fore.

THE PROVINCIAL ELECTIONS.

The province is just now undergoing all the excitement consequent upon the near approach of election day, and before the next issue of THE COMMERCIAL has made its appearance, the result will have been decided in favor of either the Norquay government or the opposition. Both parties, as is usually the case, profess their utmost confidence in the success of their cause, and either will as clearly demonstrate on paper what the result is to be, as a Chicago speculator would fore-

tell the course of the wheat market for the next six months or a year in advance. Just as the bulls and bears of the wheat pit will prove (to their own satisfaction at least), from the same statistics, that the leading cereal is going to advance or decline in price, so these political bulls and bears will figure out the expected returns from the elections of December the 9th. In the case of the political statistics of either party, the final outcome is about as unreliable as the bullish forecasts of the wheat market have proved for the past year. But one party must win as well as the other lose, and therefore we may expect the 9th of December to prove the coldest day of the present winter to many an aspiring candidate.

The contest has been a long one and a keen one. Electioneering commenced months earlier than there was any necessity for so doing, and it has been kept up throughout in the most active manner, to the neglect of commercial and other interests which may have come between. The fight has been conducted almost entirely on the Dominion political party basis. Many good reasons have been urged why party lines should not be closely drawn in local elections, and especially in Manitoba one might be led to believe that the extreme partyism of eastern Canada should not prevail to such an extent in local matters, especially when we have so little in common with the party strifes of the East. But it seems that the party spirit is as strong here as in any other part of the country, from which it would appear that the majority of our citizens, who are from old Canada, have brought their narrow political prejudices with them, and which it will take time to eradicate. We have seen this partyism crop up and decide votes in the Winnipeg City Council, and there are those in influential positions who at the present time are endeavoring to make this same party feeling a factor in deciding the coming civic elections. When such is the case we could hardly expect to have the provincial elections free from party influences. In a few instances candidates have announced a sort of semi-independence of party, and in some districts an attempt has been made to bring out independent men. On the other hand some candidates have gone out of their way to boast of their slavish adherence to the teachings of certain Dominion party leaders, even to the extent of ignoring local interests. We may therefore expect a straight party vote in the next Manitoba Legislature.