

round trip tickets from Toronto to Port Arthur. The passenger has the privilege while on the steamer of eating five meals and sleeping two nights in a berth. This is all the more absurd when one considers that on the Georgian Bay and Lake Huron the Great Northern and Canadian Pacific lines carry excursionists from Toronto to Mackinac and return for \$16 00, a trip of which (compared with a Port Arthur trip) the rail journey is the same, and the time spent on the steamer is longer, for about one half the money. What is the result? The number of excursionists who visit Port Arthur on each steamer is infinitesimally small, while the five steamers which weekly for three months of the season ply between Collingwood and Owen Sound and Mackinac, are crowded to their utmost capacity. Local rates are still worse than through ones, \$10.00 is the charge from Port Arthur to the Sault, a 20 hour journey, including two meals and a berth, while ten years ago when the run occupied several days, the fare was only \$9.00. When these rates are compared with tourist rates on Canadian steamers between Chicago and Montreal, what do we find? There the total charge per passenger for fare, meals and berth, is less than \$3 00 per day; here it is nearer \$3.00 per meal. We can never expect a good healthy summer travel to this country until this condition of things is changed, and it behooves this board to enter a vigorous protest, and to continue protesting, until something like justice is meted out to our town and district.

THE WINTER FREIGHT RATES

are even worse than passenger charges. As soon as the Lake closes "all rail" rates are nearly three times as much as the "lake and rail" during navigation; in other words, the charge is from \$1.82 to 87c. per 100 lbs according to classification instead of from 60c to 30c. We can never hope for the successful establishment of wholesale houses here until this condition of things is changed and the change will only be brought about by competition, which the completion of the Port Arthur Duluth & Western Railway to a junction with the Duluth & Iron Range at the boundary will render possible.

This is the only important town in Canada that is without competition in

TELEGRAPH RATES

and it is likely to remain in that condition until a connection be made between the Port Arthur, Duluth & Western and Duluth & Iron Range Railways, when we hope for a Western Union service. As it is now the rates for messages to Ontario and Quebec points are 75 and 5c. for day and 50 and 3c. for night messages, excepting to places where the Canadian Pacific has no offices, they are then \$1.00 and 7c. and 75 and 5c. To Winnipeg they are 50 and 3c. and 30 and 2c. while the lowest rates to any United States point are \$1.00 and 7c. and 75 and 5c.