

ARTICLE II.

GENERAL HEWSON AND THE PACIFIC RAILWAY.

In our last article upon this subject we drew attention to the advantages claimed by General Hewson for the new route recommended by him for the Pacific Railway. The principal of these advantages, as contrasted with the line at present located, are, that it is the shortest line by 240 miles from ocean to ocean; that being, throughout its length, remote from the frontier, it will open up the back country of this Dominion, and be removed from the possibility of capture, thus rendering Imperial assistance far more probable; that it will feed, and be fed, by the great navigable waters of the centre of the Continent—the Skeena, Peace, Athabasca, Mackenzie, Saskatchewan, Nelson and Moose Rivers; Lesser Slave, Athabasca and Winnipeg Lakes, and Hudson's Bay, that great inland sea teaming with valuable fish; that it will give to Quebec, New Brunswick and Nova Scotia a share of the trade which the other line would divide between Ontario and the United States; and finally that it will pass through the greatest belt of fertile land on the Continent. We wish, to-day, to notice more particularly the climate and soil of the immense territory through which the Hewson line will pass. Mr. Sandford Fleming, in his reports upon the Pacific Railway, divides the country on his line into three sections—the Western, or mountainous region, the Central, or prairie region, and the Eastern, or woodland region. It may not be amiss to apply these divisions to the Hewson route, and to compare the corresponding sections in both cases. The Eastern, or woodland section, of the Hewson