

Department of Railways and Canals.

property, which was unavailable and useless in 1880, and which has been made of value by the construction of the Canadian Pacific Railway is four times the amount of the expenditure by the country on account of that work.

Perhaps no more suggestive and conclusive statement can be put forward in evidence of the beneficial results of the railway policy of this country than the simple fact that to-day it is possible for any one to travel by rail the whole distance, 3,661 miles (5,892 kilometers), between Halifax, on the Atlantic, and Vancouver, on the Pacific coast, in $5\frac{1}{2}$ days, at a cost, for fare, of \$53.50 (267.50 francs); while from Montreal, at the head of summer navigation, to Vancouver, the time occupied would be a little over four days, and the fare \$42 (210 francs). The time is the normal time taken, and implies a vast number of stoppages. It could of course, be greatly reduced on an emergency. Contrast this with the time taken, as above stated, by the first expedition of the troops under Sir Garnet Wolseley in 1870, when two months were required, even in circumstances needing all possible haste, for traversing the 452 miles (727 kilometers) between the head of Lake Superior and the present site of Winnipeg.

In these days, when, apart from personal travel, so much of the world's business is transacted by postal communication, it will be seen how enormously the railway by its rapid transport has benefited the country at large, while it must also be borne in mind that by the telegraph, the natural and necessary adjunct of the railway, communication between the two oceans is practically instantaneous.

The following facts in relation to the postal development speaks volumes: Taking the year 1868, the year after confederation, there were 3,638 offices, and the number of letters was 18,100,000. In 1872, there were in Canada 4,135 offices and 30,600,000 letters and cards and 24,400,000 newspapers were posted. At that date Manitoba and the Territories had 27 offices, with 80,000 letters and cards, and British Columbia 38 offices and 160,000 letters and cards, 150,000 newspapers together. In 1894, there were in Canada 8,664 offices, dealing with 130,840,000 letters, cards and newspapers. Manitoba and the Territories had 692 offices with 8,845,000 letters and cards, and 1,300,000 newspapers, while British Columbia had 229 offices, the number of letters and cards being 3,880,000 and over 500,000 newspapers.

A further point has to be borne in mind in considering the construction of this great railway as an initial step from which developments may be obtained. It is solely due to the construction of this road that it has been possible to place on the Pacific Ocean, and from a terminus on British territory, a line of steamers belonging to the company communicating with Japan, China, and Australia by a route shorter than any previously existing. From Vancouver to Yokohama $11\frac{1}{2}$ days only are required; to Hong-Kong 19 days, and to Sydney 23 days, and these schedule times are capable of considerable modification on emergency.

In view of the position as shown by the present memorandum it only remains to add that the Dominion Government alone, since confederation in 1867, has expended on the construction of its own roads and the subsidizing of private railway enterprise a total of \$124,614,140 (623,070,700 francs), and to draw the conclusion that this investment of public moneys has proved to be judicious and successful. In Canada, as in other parts of the world, notably in the United States, the policy of inducing settlement and creating trade and commerce by first affording the facilities for communication, is beyond question, the true policy in the interests of the country at large.