

have nothing to show for the loss but a summer route.

It will be observed that cost of transportation on the Ottawa, Georgian Bay, Sault St. Marie and Thunder Bay rail and water routes exceeds that of all the other routes by \$5.44 per ton, which would amount annually—supposing only 1,000 tons to be moved daily—to a loss of \$1,632,000, to say nothing of the cost and interest of building 683 miles of railroad—namely, 210 miles west of Pembroke, and 473 miles west of Thunder Bay, at about \$50,000 per mile, to \$34,150,000, to which add the interest on this amount, at 5 per cent. \$1,707,500 and the extra cost of freight of \$1,632,000, making a net loss annually of \$3,339,500, besides the loss on passenger fares, to get nothing but a summer route.

ROUTE NO. 4.

Continuous railroad from Montreal to Manitoba by the best Canadian route.

Freight per ton per 100 miles \$24 00

Being \$6.74 cents per ton less than on the water and rail six months route No.

4, making an annual saving on 1,000 tons per day of \$2,022,000; to this amt add the interest on the cost of building the railroad on

route No. 3. 1,632,000 00

\$3,624, 00 00

Supposing the through railroad to be 1,200 miles long, costing \$50,000 per mile, \$60,000,000; interest on the same at 5 per cent. equals only \$3,000,000. And supposing we consider this a local question, we would make a saving of of \$654,000 annually, besides having a continuous line in our own country, and making nearly half of the connection from ocean to ocean. The two pieces of railroad contemplated on Route No. 3 cannot be used to advantage in a through

line, and will consequently be lost to the country.

But the Government and people of the British Empire are deeply interested, and desirous of connecting their far extended Empire by the shortest and most practicable route. This route is from the west coast of Great Britain across the Atlantic Ocean, on a westerly course, to the east coast of British America; and thence westerly across British America to the east shore of the Pacific Ocean; and from thence by the Pacific Ocean to Calcutta, Sidney, China, Japan, &c., &c.

The advantages of this route are national as well as local, and present many important advantages.

1st—It will connect over 200,000,000 British subjects with the seat and centre of the Empire, by the shortest and cheapest route on the globe, and connect by the shortest route the Empires of China and Japan—with 500,000,000 of industrious people—with the commercial metropolis of the Dominion and of the Empire, and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it, both in ancient and modern times.

2nd—Much of the vast annual expenditures for transit on other lines would be disbursed on the new route, enriching the owners and country through which it passes, and would open up for the settlement and occupation of the now over crowded Agriculturists of the Empire, the most fertile and largest unoccupied district in North America, from which the bread supplies of the artisans and operatives of the Empire would come, and in turn would furnish a home market for the products of their industry, and thus distribute among the industrious classes of the Empire millions sent abroad annually to purchase the food which the country does not produce.

3rd—It would annihilate the hopes of