

fear, and were able to venture through the Hudson's Bay, then the 19th century with its steam, its iron ships, its thousand modern appliances, cannot be afraid to venture where men went fearlessly so many years ago: neither will this great century of progress, or this great province waiting its development, allow the prejudice and the interests of a few to keep its natural channel of trade closed to the outer world. I would now briefly take up the question of distances, which is really the key to the whole matter. The distance from New York to Liverpool is 3,040 miles; from Montreal to Liverpool, 2,990; from Churchill to Liverpool, 2,926. By sea then, Churchill is 64 miles nearer to Liverpool than Montreal, and 114 miles nearer than New York. Of course sea freight is not an important matter, and it is really on the saving of distance by land that we must rely for our strongest argument in favor of this route.

THE DISTANCE

from Winnipeg to Montreal via Chicago is 1,703 miles, via the C. P. R., 1,434 miles. The distance from Winnipeg to Churchill by the east side of Lake Winnipeg is under 600 miles. The distance then from Winnipeg to Liverpool via Chicago and Montreal is 4,693 miles; via the C. P. R. and Montreal 4,424 miles; from Winnipeg to Liverpool via Churchill, 3,576 miles. Winnipeg, then, is 1,117 miles nearer Liverpool via Churchill than via Montreal, and, even when the C. P. R. is built, the Montreal route will be the longer by 848 miles. This, then, is all rail except the 64 miles which is saved by sea; and, indeed, it is a wonderful thing to think that there should be persons who, knowing this, still voluntarily persist in blinding themselves so far to the true interests of the Province in which they live as to argue against every effort being used in order to develop this line of road. But we must not look at the Hudson's Bay Railway as only a means of going from Winnipeg to the seaboard. Other countries are greatly affected by it. The distance from Port Moody to Liverpool via Montreal is 5,896 miles, while via the city of Winnipeg and Churchill it is 4,779 miles. This again gives us the figure of 1,117 miles, which the inhabitants of British Columbia would save by travelling over the Hudson's Bay route in going to and from Great Britain. Then again, the great western trade from China and Japan, for which there has been such

A KEEN COMPETITION,

and the future of which is so greatly spoken of as bound up with the interests of the American transcontinental lines and our own C. P. R., shows that the route via Winnipeg and Churchill has advantages which no other can offer. The distance from Yokohama to Liverpool via New York is 12,038 miles; via Montreal, 11,019 miles; via Churchill, 9,902 miles, showing that Japan will be able to send its products to the markets at Liverpool over the Churchill route when it is opened, with a saving of 1,117 miles. While our road triumphs over that going by New York by 2,126 miles, San Francisco equally becomes tributary to the Hudson's Bay line; and it is not astonishing that the great corporations in the south, that the great corporations in Eastern Canada, and that great corporation running through our midst should all unite with the Provinces and States in the East to oppose a scheme which will turn the channels of the western trade away from them and take it up through a region hitherto unknown, but the danger of which the men controlling these great enterprises see at once that it is mooted, and are more ready to appreciate than we, whose salvation it is. I would now speak a few words on

THE FREIGHT TRADE.

In order to deal with the matter, and to show the difference, I have taken the tariff approved of by the Governor-General-in-Council on the 23rd of March, 1883. By it the freight on wheat is \$10 per car for the first ten miles, and \$1 for each additional five miles. This would make the freight on a car load of wheat to Montreal \$348.60. Of course, this tariff does not extend over all the lines, and is simply to be taken as an example from which to draw deductions. Taking the same rate, and calculating the distance to Churchill, the cost of a car of wheat would be \$138, so that this Province would save \$210.60 on every car load of wheat shipped via Churchill. Surely for a country whose staple is wheat, and on whose wheat crop our whole future prosperity depends, this one argument alone will induce us to give every assistance, and to incur every responsibility which we legitimately can in order to obtain so great a boon as the increase of \$210.60 on the value of every car load of our grain; for those who buy grain buy it always with a view to the amount it will cost them to take it to the

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