

simply to construct a short line—the cost of which the province itself is well able to bear—to connect with another short line at the boundary, and unite with the Grand Trunk Railway—itsself a Canadian Railway—and thus provide a competing road to the Atlantic, almost exclusively through Canadian Territory. Restricted to this, I consider the concession to do so, not only fair and just to the province, but that which eventually would materially conduce to the advantage of the Pacific Railway itself. I regret, however, to observe that the matter seems now falling into the hands of those who have other ends in view, viz., connection with the Northern Pacific Railway of the United States. This would be *not* providing a fair competing road to the Atlantic, but would be an unquestionable injury to the Dominion at large. Such a scheme, therefore, I could in no way advocate, and it is a subject for congratulation that the “dispute” is, for the present at least, so far at rest from disunion among its promoters.*

There is a line of railway, however, that all Manitobians alike desire to see carried out—as this would prove with little doubt, of highest advantage to the North-West—commonly called the Hudson’s Bay Route.

This line by a road 600 miles long would proceed to Churchill or Hudson’s Bay, and bring Winnipeg within the same distance of Liverpool as Montreal—a saving of nearly 2,000 miles! It would be impossible to overrate the advantages of such a route, which seems to be fairly practicable to construct—the country presenting no insurmountable difficulties other than muskegs and swamps, and these only over a very limited portion of the distance. The duration of the open season of the Bay itself, however, can only be ascertained by actual experience, no steamers having heretofore been employed by the Hudson’s Bay Company, who, for yearspast have used the route for their own trading purposes, but solely with sailing vessels. It is anticipated that from four to six months of the year the Bay will be sufficiently clear of ice for purposes of steam navigation; and it

* Since above was written, this question has been happily settled in the Provinces’ interest, and the monopoly resigned by the C. P. R., on due compensation, as I suggested.