

"When the remarkable engineering advantages which appear to be obtainable on the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China or the Atlantic Coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U.S., writes:— "The trade-winds place Vancouver Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 700 miles, is independent of and in addition to, the saving of direct distance by the Canadian route given above.

These very important facts of position in relation to distances are very much heightened by the further fact of the possession of important stores of Coal on the Canadian Pacific Coast, and the plains east of the Rocky Mountains. This is put in a striking manner by Sir Charles Dilke, one of the present Ministers of the Crown in England, in his book entitled "Greater Britain." Sir Charles says:—

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California coal at Monte Diabolo, San Diego, and Monterey lies well, but is of bad quality. Tasmania has good coal, but in no great quantity, and the beds nearest the east are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness, are Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearth of labour under which Vancouver miners will be removed by the opening of the Pacific Railroad; but for the present New South Wales has the cheapest labour, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it runs 'dirty' and too fast. * * * The future of the Pacific shores is indubitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The preponderance of power which, according to Sir Charles, is to make the great nation of the future on the Pacific coast, seems to be settled by the fact of the great deposits of British Columbia, of which more particular accounts will be given in another chapter. But it may be well to state in this relation, that according to the evidence of Dr. G. M. Dawson, before a committee of the Canadian Parliament, during its last session, tests made by an officer specially employed by the Government of the United States to ascertain what coal on the western coast gave the best results for steam purposes, showed that to produce a given quantity of steam, 1,800 tons of Nanaimo (British Columbia) coal, were equal to 2,400 of Seattle (Washington Territory, U.S.) coal, to 2,600 of Coos Bay (Oregon, U.S.) and the same of Monte Diabolo (California) coal. This superiority in quality being established on the unbiased authority of a test made for the U. S. Government, settles the question of preponderance mentioned by the English writer above quoted.

The simple fact of power, however, from the presence of the mineral deposits for making steam, is not the only consideration. The question of distances must also be considered, as well as the trade winds, the great advantages of favourable winds and curves, the short line passing through a rich and well watered agricultural country, instead of hopeless deserts; and these conditions, moreover, are to be further