

mines at Sudbury, on the line of the Canadian Pacific Railway, the ore having been discovered in making a cutting for that railway line, there was produced for export, in 1893-1894, 4,205 tons (4,205 tons met.), the value being \$808,799 (3,043,995 francs).

Statistics of urban population and advance in the West.

At the present date, 1895, the following is the estimated population of the principal cities, towns and villages along the line of the Canadian Pacific Railway and its connections, in Manitoba, the Territories, and British Columbia. With populations of from 300 to 1,000 there are 9; from 2,000 to 5,000, 15; while the present estimate of Winnipeg is 30,000, of New Westminster 9,000, and of Vancouver 20,000.

The assessments of certain of these cities for 1893 are as follows:—

Calgary, \$1,400,000 (7,000,000 francs); Vancouver, \$18,655,000 (93,275,000 francs); New Westminster, \$7,504,132 (37,520,660 francs); Winnipeg, \$21,692,700 (108,463,500 francs) (in 1882 it was \$8,000,000—40,000,000 francs); Brandon, \$5,218,838 (15,594,190 francs).

North Bay, Sudbury, Fort William, Rat Portage, Koewatin, Deloraine, Medicine Hat, Regina, Dunmore, Moose Jaw, Edmonton, Prince Albert and a long list of other towns show valuations ranging from \$125,000 to \$500,000 (625,000 to 2,500,000 francs). While Kamloops, Yale, Port Moody, Nelson, and a dozen other towns in British Columbia swell the figures by millions.

Of the 38 chartered banks of Canada (making, with their several branches, 516 institutions) no less than 10 had branches in Winnipeg, 3 in Brandon, Calgary, Edmonton, Vancouver, New Westminster, and 2 in some 15 to 20 other points, apart from private banks. In Winnipeg it was found necessary in 1893 to establish a clearing house, making the fifth in Canada, its recorded transactions for the first half year amounted to \$4,974,267 (24,871,135 francs). It may be noted here that the transactions of the five clearing houses, Montreal, Toronto, Halifax, Hamilton and Winnipeg, amounted for the year 1895 to \$981,137,563 (4,905,687,815 francs).

The total area surveyed by the Dominion Government for settlement in Manitoba, the Territories and British Columbia up to June, 1894, aggregated 77,839,695 acres (31,498,922 hectares), which divided into farms of 160 acres (64,746 hectares) each would give an available total of 496,494 farms. Accommodation therefore for a vast additional population is amply provided for.

Along the main line of the Canadian Pacific from Ottawa to Vancouver, there are 206 stations, the centres of population they serve being, with but very few exceptions, due absolutely to the construction of the railway, and all, without exception owing their development to its presence. At various points along the immense distance traversed, these have become the nuclei of various important mining, lumbering, manufacturing and agricultural industries.

It must not of course be imagined, that any large proportion of these stations on the line are in themselves more than merely stopping places, accommodating out-lying farm or mining settlements, but at the same time in all the towns of larger extent, a high degree of modern comfort and convenience is attained. Electrical lighting and transport, good streets, large public buildings, water works, fine hotels, handsome well filled stores, and commodious private residences, churches, schools, and theatres, place these prairie and coast towns in a position of advancement undreamt of in cities of the older world with many times their population.

From several hundred returns procured from points west of Ottawa it is possible to state that leaving aside the towns existing before the advent of the Canadian Pacific Railway, and without including the value of the farming lands, the value of the property of the new towns along the line aggregates over one hundred million dollars (500 million francs.) The value for purposes of taxation of