

THE WINNIPEG & HUDSON BAY RAILWAY,

FORMING, WITH HUDSON BAY AND STRAIT,

A NEW TRADE ROUTE

BETWEEN NORTHWEST AMERICA AND EUROPE.

NEW OUTLET NEEDED.

The Province of Manitoba and the Northwest Territories of Canada lie far to the west of the Atlantic seaboard. A railway journey of 1425 miles from Montreal, the nearest seaport, is necessary before reaching Winnipeg, which is situated at the extreme eastern limit of the Fertile Belt of the Northwest. It is 1781 miles by the shortest present railway route from Montreal to Regina, the capital of the Northwest Territories, and the centre of the wheat-growing region. There is an average of 2,000 miles and more from Montreal to the cattle ranches of the Northwest.

These distances are very great, and the cost of transportation of the products of that country is so heavy that but little margin is left to the producer. The natural and inevitable consequence of this enormous handicap has been to very seriously retard the development of a country vast in extent and exceedingly rich in the resources of its soil and grazing lands.

Some other outlet, shorter, cheaper, and more expeditious, had to be provided in order to ensure that measure of prosperity which the other natural conditions of the country so liberally promise. Lying immediately to the north, and within a few hundred miles of the principal centres of trade and population, is Hudson Bay, projecting far into the interior, as if to invite the commerce of the whole of that region. A port at the mouth of Nelson River would be nearer to Liverpool than is Montreal or New York, and a route by way of Hudson Bay and Strait would thus bring the entire Northwest from 1000 to 1500 miles nearer the seaboard than it is at present, and place it at an equal advantage in respect to European markets with the Eastern Provinces of the Dominion, and with the middle and northern States of the adjoining Republic. A railway to Hudson Bay and a steamship line thence to England were accordingly determined on.