

and taken through to the bay without transshipment. Over this route it can be delivered at Port Nelson at a cost of about ten cents a bushel less than the present charge to New York or Boston. With this advantage to be realized, there would be little doubt of capturing the trade. As with Manitoba and the Territories, so with the adjoining States, so substantial an addition to the price would speedily bring the waste lands under cultivation, and add enormously to the corresponding increase of production. The Canadian Pacific was but a year or two old when Montana ranchers tried with success the experiment of driving the cattle across the country, and shipping from Swift Current and Maple Creek to Europe, *via* Montreal. There was danger to the Canadian live cattle trade in this, however, as it would have resulted in including them

in the rigorous scheduling of the American, and a sudden end was put to the traffic. Our cattle are now scheduled from another cause, and should the embargo not be raised, there will be no reason why American cattle may not be carried through Canadian territory, and shipped from a Canadian port. If it paid the Montana ranchers to ship from Maple Creek to Montreal, it will pay them better to ship over the shorter route to Hudson Bay.

A thousand miles less of a land haul — that is the strong point of the scheme that cannot be broken down. And with as free and safe an ocean passage as from Montreal, it would be a crime to withhold the advantage from the struggling settlers of the North-West a day longer than is necessary.

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