

## ROUTE TO THE NORTH-WEST.

ANOTHER REPORT BY MR. DAWSON.

M. S. J. DAWSON, who has been employed by the Government to explore the route by which communication can be opened between Canada and our new acquisition in the North-West, has made a very voluminous report upon this subject. Like all technical documents of this kind it goes into details in which the general public will have very little interest. The facts which it is important for such persons to know may be condensed into a comparatively short space, and they will be found set forth in the remaining portion of this notice. Mr. Dawson decides that for the present the only means of easy access to the Red River Settlement from Canada, within the financial means of the country, must be mainly by water, the connection, however, between the line of navigation and the head of Lake Superior on the one hand, and the Red River Settlement on the other being made by railway. Thus the route is divided into three different sections, which may thus be stated:—

From Lake Superior to the Eastern extremity of the waters which are to be made navigable.....	40 miles
Waters now partially navigable which are to be made navigable throughout their length, extending westward to the North West angle of the Lake of the Woods.....	311 miles
From the Lake of the Woods to Fort Garry.....	90 miles
Total.....	441 miles

The whole may be summed up therefore into 130 miles of railway and 311 miles of navigation. The first railway, and the shortest of the two, is that at the eastern end of the route, and on Lake Superior its terminus is intended to be at the head of Thunder Bay. Thence it is to strike the height of land or water shed between the streams which flow eastward by Lake Superior and the St. Lawrence to the Atlantic, and those which flow westward by Lake Winnipeg into Hudson Bay. The summit of this plateau is just on the eastern side of a large basin known as Lac Mille Lacs and 70 miles of broad and deep navigation could be made by connecting the waters of a series of lakes which are found on the plateau. The country between them and Lake Superior over which the railway of 40 miles must pass, is very rocky and difficult; but it is believed that an available line has been found, by striking the Matawin River and following its valley up to the place where it is proposed to make a dam, so as to raise the waters of one of the lakes of the series already mentioned. The method of adapting these lakes to the purposes of a continuous navigation is discussed at some length, but the subject is entirely technical, and the opinions expressed are, moreover, to a great extent provisional. A gully runs through the ridge of about 50 chains in width which separates the eastern from the western waters and this it is believed may easily be excavated to a sufficient depth to serve as a canal. The passes in the dividing region vary in height from 840 to 1,100 feet above the level of Lake Superior following the water courses; but the general elevation of the country is considerably greater, and the summit of the dividing ridge being only 45 miles from Lake Superior at Pigeon River, and 70 from Thunder Bay, the waters have a course so rapid as to make it impossible to fit them for navigation, except at an expense which present circumstances will not warrant—hence the recommendation of a railway. On the western side of the water shed, on the contrary, the descent of the waters is very gradual; the difference in levels between Lac des Milles Lacs and the western extremity of the Lake of the Woods being only some 450 feet in 300 miles. Between the height of land and Rainy Lake, the lakes are so numerous and so large as to make it difficult to say whether land or water predominates. Hence the facility for making a good navigation through them. From the foot of Rainy Lake to the western side of the Lake of the Woods, there are but two small rapids, easily overcome, to interrupt the navigation. At this north-west angle of the Lake of the Woods it is proposed that the second railway should begin. The country over which it is to run to Fort Garry is said to be low and level, swampy, but at the same time quite practicable for railway purposes. All this work cannot, Mr. Dawson says, be done for many years to come. In the meantime he would make a good wagon road to the waters of the dividing plateau, improve the navigation as well as it can be rapidly done, and make another wagon road from the Lake of the Woods to Fort Garry. With regard to a future continuous railway from Canada to Fort Garry, Mr. Dawson says that there are two necessary conditions which must be kept in mind:—First, that it must be carried far enough to the north of Lakes Huron and Superior to keep clear of the rugged country lying on the coast of those lakes, and must also pass north of the Lake of the Woods. But no road answering these conditions could touch Lake Superior at any place west of Nipigon Bay, so that it must be understood that the advantage claimed for the railway which is to start from Thunder Bay has reference only to connection to be made with the interior navigation. The detour to the north of Lake Superior, which will be necessary in order to place the railway upon practicable ground, is stated at from 30 to 60 miles from the coast. Mr. Dawson speaks of it as very doubtful whether the best method of continuing the route westward from the Red River Settlement to the Pacific, will be by railway or by water, for which latter course ample facilities are offered by the abundance of lakes and rivers which exist east of the Rocky Mountains. The country, he says, is well adapted for railroads between the Red River Settlement and the Saskatchewan and Athabasca Rivers. But after passing the summit of the Rocky Mountains through some of the

passes, the country becomes one sea of mountains, though explorers have persevered until they have discovered a possible line of route. But till the country is better known, nothing can be done beyond pointing out the probable course of such a road. If the Athabasca Pass were adopted, which Mr. Dawson thinks likely a railway from Edmonton House, on the Saskatchewan, to Bute Inlet, on the Pacific, would be 654 miles in length. From Montreal to Bute Inlet, the distances are set down thus:—

Montreal to Fort Garry.....	1,367 miles
Fort Garry to Edmonton House over the Prairies.....	825 "
Edmonton House to Bute Inlet.....	654 "

Total ..... 2,846 miles

The course would be by the Ottawa River, and its tributary the Montreal River, to the 82° of western longitude, from thence north-west to the outlet of Lake Nipigon, where it would join the line above suggested. The line might be tapped by the extension of the Toronto and Nipissing railroad.

Mr. Dawson says that there is something grand and vast in the idea of a railway thus crossing the country, and forming a highway for the trade of India and China. But it is proper to count the cost; and for the purpose of showing what that cost may be like, he quotes from Mr. Sanford Fleming, substantially, as follows:—

"The construction of 2,000 miles of railway, implies the performance of labourers' work sufficient to give employment to 10,000 men for five or six years; the delivery of 5,000,000 cross ties, and over 200,000 tons of iron rails for the permanent way, the erection of 50,000 poles hung with 1,000 tons of wire for the telegraph; the creation of motive power equivalent to over 50,000 horses concentrated in 400 locomotives. It involves the production of from 5,000 to 6,000 cars of all kinds, which, coupled with the locomotives, would make a single train of over thirty miles in length. And it implies a gross expenditure of not less than \$100,000,000."

"For operating the line, the fuel required each year would exceed 200,000 cords of wood. For keeping the road in repair, a regiment of 2,000 trackmen would be employed; there would, on an average, be annually required 600,000 new cross ties, as well as nearly 30,000 tons of new or re-rolled iron rails. The annual repairs of rolling stock would not cost less than \$1,000,000. Over 5,000 employees of all kinds would be under pay, and not far short of 20,000 souls subsisting by the operation of the road. The aggregate amount of wages in each year, would swell to nearly \$2,000,000, while the gross expenditure would annually exceed \$8,000,000."

"If to the last sum be added the interest on first cost, it becomes evident the gross earnings of the railway in each year come up to the enormous sum of \$14,000,000; it could not pay interest on the capital."

By combination of railway and water communication, navigation might be made continuous from Fort Garry by way of Lake Winnipeg and Saskatchewan, a distance of 1,060 miles to Edmonton House, which is only 500 miles from the Pacific, which distance might be surmounted by a railway 654 miles, or using the Upper Fraser River by a railway of 512 miles, and 309 miles of water. This method, which is quite practicable, would give an uninterrupted navigation, from a point 40 miles west of Lake Superior to the base of the Rocky Mountains.

Mr. Dawson goes, at great detail, into estimate of the expense which, especially as to detail, must be in a great degree merely guess work. The summary, however, of the whole is as follows:—

40 miles of railroad, Lake Superior to navigable water of the interior.....	\$1,600,000
311 miles of continuous navigation improved by locks and dams.....	1,500,000
90 miles railroad, north west angle of Lake of the Woods to Fort Garry.....	2,700,000
Total.....	\$5,800,000

Mr. Dawson also estimates the probable cost of transport, and compares it with the cost by way of St. Paul as follows:—

94 miles railroad, Toronto to Collingwood, at 12 1/2 mills a ton per mile.....	\$1.13
584 miles by lake, from Collingwood to Fort William, at 2 mills per ton a mile.....	1.07
40 miles by rail from Fort William to navigable waters of interior section, at 17 mills per ton a mile.....	0.68
311 miles lake and river navigation, from terminus of Lake Superior Railroad to north-west angle Lake of the Woods, at 4 mills per ton a mile.....	1.25
90 miles rail, north-west angle to Fort Garry, 15 mills per ton a mile.....	1.35
1,069 miles. Total.....	\$5.48

The distance from Toronto to Fort Garry, by way of Detroit, Chicago and St. Paul, is 1,572 miles, and supposing the railway communication to be complete, the cost per ton, reckoned at 12 1/2 mills per mile, would be \$19.65. Nothing could show more clearly the superiority of the Canadian line in point of natural advantage.

The report then goes on to mention the propriety of reserving land at several places for public works or for towns. For the latter the sites likely to be found best adapted are Fort Frances or Rainy Lake, Oak Point, and Fort Garry. He suggested also that a definite treaty for right of way should be made with the Indians in that part of the country which is still in their hands. The people are warlike, and believe themselves masters of the country, and they are able, as well as willing, to resent encroachments.

The number of hogs in the United States is estimated at 88,000,000.

## ST. JOHN, N.B., MARKET REPORT.

ST. JOHN, N.B., June 23, 1889.

**MONEY.**—The market has quite recovered the transitory depression existing when we last reported: and this week there has been more than an average business doing.

Sterling Exchange remains firm at 109 1/2 for 60-day's sight bills, short sight 110 1/2. Our latest New York advices note first class bank 60-day's sight bills as steady and in good demand at 109 1/2.

We quote:—

## BUYING RATES.

Sterling Bills, 60-days sight.....	8 1/2 premium.
Do. 90-days sight.....	8 1/2 "
Drafts on Canada.....	8 1/2 dis. to par
Do. Halifax.....	8 1/2 dis.
Drafts on New York and Boston.....	28 par
Currency, do. do.....	28 discount.
Nova Scotia Notes.....	3 "
Prince Edward Island Notes.....	5 "
St. Stephen Bank Notes.....	10 "
Commercial Bank Notes.....	10 "

## SELLING RATES.

On London, 60-days.....	9 1/2 premium.
On London, short sight.....	10 1/2 "
New York and Boston, sight.....	28 "
Halifax, sight.....	28 discount.
Canadian Cities.....	28 premium.
Currency drafts on N. Y. and Boston.....	28 discount.
Nova Scotia Notes.....	28 "

**COAL.**—The "Mary Givan," with 325 tons Sydney and the "Mary Baker," with about 70 tons Newcastle gas coal, are the only arrivals we notice. We do not alter our quotations.

**SUGAR AND MOLASSES.**—No arrivals have taken place for some time, but our market is fairly supplied, as very little is selling except in a retail way. The trade is dull as usual at this season, but we do think prices will lower any, as importers have now but a small margin.

**FREIGHTS.**—There is little worthy of notice with reference to freights this week; though firm they are inactive. There have been but few transactions in Deal and Coastwise, and none in West India freights this week. We quote the following deal charters:—"Mary A. Marshall," Dublin, 66s 3d; "DeHoop," Hull, 66s; "Althea," Bay Verte to Cork for orders, 72s 6d; "Enneadele," Whitehaven, 70s and the "Augusta," and steamship "Delaware," for Liverpool, the former at 62s 9d, the latter at 62s 6d.—*News.*

## HAVANA MARKET REPORT.

HAVANA, June 18, 1889.

**SUGAR.**—The market has been very inactive during the week under review, and closes with no improved demand. Offers are made for good lots of *Clayed* on a basis of 8 1/2 rs. for No. 12 D. 8; but holders desire them increased to 8 1/2 and 8 1/2 rs. *Centrifugals*—We quote nominal, some fair lots remain, and last sale was at 7 1/2 and 7 1/2 rs. for No. 12 *Muscovadoes*—We quote on a basis of 7 1/2 and 7 1/2 rs. for fair to good. *Refining* and *Molasses Sugars* at 6 1/2 to 7 rs. for Nos. 8 to 10. Warehouse returns show stock of all classes in Havana to be at date 322,822 boxes and 7,206 hhds against 398,632 boxes and 8,938 hhds on June 16, 1888. Total shipments from this port from January 1st to date, 524,343 boxes and 22,872 hhds. During the same period last year the shipments were 835,447 boxes and 17,888 hhds.

**MOLASSES.**—We report the same in our Circular under date of 11th inst.

**FREIGHTS.**—Although there have been moderate arrivals of vessels during the week, most of them have inward cargoes to discharge before being ready for business, so that the amount of disposable tonnage is even less than last week. There is but little enquiry for the United States, while rates to Europe have advanced somewhat, and close firmly under a fair demand. We quote for N. Hatteras to load here \$1 1/2 per box, and \$7 per hhd sugar; \$4 per hhd molasses; from N. Coast \$8 per hhd sugar, and \$5 per hhd molasses. Falmouth to load here, 47s. to 50s., and from North Coast 52s. 6d. to 55s.

LAWTON BROS.

## ITEMS OF NEWS.

Grain is looking fine in Moravia.

The orange crops of Florida will be very large.

The Cashmere goat is being extensively introduced in Utah.

A reward is offered by Western farmers for a grass-hopper trap.

California shipped \$1,000,000 worth of wheat and flour this year.

It is said that 1,500 miles of railroad are under contract in Indiana.

The grower of cotton gets a profit of 1c for every 5c profit by the manufacturer.

There are over 2,000 varieties of peas, but only 70 or 80 that are considered valuable.

Texas has more than 3,000,000 head of cattle, and can export annually 1,000,000 head.

Four villages in Maine, make two-thirds of the spoils for the whole United States.