

thus free from those objections from a military point of view which may now prevent Imperial co-operation; it opens up and runs entirely through the great belt of arable lands from Norway House to the Rocky Mountains, and more especially through the magnificent Peace River Territory, described in such glowing terms by Captain Butler. It likewise utilizes all the large rivers throughout its course, flowing either to the South into the great lakes or to the North into the Arctic Ocean, or Hudson's Bay; bringing Manitoba, through the latter outlet, closer to Liverpool for four months of the year than New York is. It will, by carrying the traffic of the far West to Quebec in summer, and through Quebec to Halifax and St. John in winter, develop trade and intercourse between the Provinces, mould the people of this Dominion into a homogeneous nation, and realize their most cherished aspirations, the perpetuation of British power and institutions in this northern portion of the continent. The first argument which will naturally be advanced against the feasibility of this route will be the climate of the country between Quebec and Norway House. In anticipating this objection, General Hewson does not depend upon his personal knowledge of the country, but rests his case upon evidence, which he quotes from Canadian geologists, scientists and explorers, and from officials of the Hudson Bay Company, and with the result of completely upsetting all our preconceived notions of the territory in question.

The whole subject is presented in a new and striking light, and is deserving of the immediate and serious consideration of the Government and people of the Dominion; and any further expenditures upon the present location—excepting, however, the section between the head of Lake Superior and the Red River, which is now well advanced towards completion, and which will serve an immediate and distinct requirement—should be suspended until