

ocean to ocean through the Dominion, yet Montreal, 886 miles from the Atlantic, is 2862 statute miles from Burrard Inlet, but New York is 3390 miles from San Francisco, and Boston 3448, being 538 miles in the one case, and 586 in the other, longer than the Canadian route. The Canadian Pacific, too, will cross the continent at a much lower level than any route from the Pacific to the Atlantic through the United States. The highest altitude of the Canadian Pacific would be 3646 feet above the level of the sea, with a remarkably uniform grade through a fertile, well-watered country, with light snows. The railway from San Francisco to New York rises in several places to a height of nearly one and a half miles, and, in one place, to 8240 feet or more than one mile and a half above the sea level, and, for 1300 miles, is everywhere higher than the highest point on the Canadian line. The entire distance from Japan to Liverpool through San Francisco and New York is 12,087 statute miles; but via Burrard Inlet, Montreal and Belle Isle, 11,152 miles, a difference in favour of the Canadian route of 935 miles; and via Burrard Inlet and Port Nelson, the distance would be 9,734 miles, or 2,353 miles shorter than through the United States. This latter route might be used for freight at least from May till October, and although it is here referred to only as a possible route, yet its realization at no distant day is by no means an improbability.

No climate is more healthy than the Canadian. The intelligent reader will at once see the absurdity of the statements in the quotations given in the preface where fevers are associated with frosts and snows, and long winters.

"The ague-breeding-swamps" are quite south of "long winters," south of the frosts and snows of Canada; the great forests of Canada are mixed forests of deciduous trees and conifers, the former being the more numerous in the provinces named; the plagues of grass-hoppers, excepting occasionally on the United States' border, far west of old Canada, and mosquitoes, interfering with farming for even one hour will be new to Canadians; the snows of winter give the best covering to the tender plants, winter grains and grasses; these snows and frosts, too, make natural highways over the unreclaimed swamps and woods, lakes and rivers, on which millions of tons are transported at the lowest cost. Besides, Ontario has a greater length of railway in proportion to its population than any other country, and all Canada nearly three times greater than Great Britain and Ireland, and four times greater than France in proportion to population.

The agricultural capabilities of the Dominion are illustrated by the maps and letter press. In Canada, from the Atlantic to the Pacific, the rains are in summer during the agricultural months; in the United States, from the Pacific to the Mississippi, there is little or no rain in summer. This climatic defect extends from the southern borders of Canada to Mexico, and in the north to Minnesota, Kansas, Missouri, and often to Illinois, and even to other States east of the Mississippi. These differences—the rains in summer in the one region—the Canadian, and their absence or deficiency in the other—make the one a fertile country, and leave the other mostly a barren waste.