

the railway itself it would afford no small amount of traffic.

Taking, however, a still wider view of the subject, and considering the magnificent lakes and rivers on the Dawson Route, together with Lake Winnipeg and the Saskatchewan, &c, in relation to the future, there is, in this remarkable chain of waters, the means of making navigation continuous from Lake Superior to the Rocky Mountains; and I believe that any scheme of a Pacific Railroad which should ignore or sacrifice the most direct and practicable route for the national thoroughfare by which oceans and empires are to be connected, or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the northwest, which at no distant day will be the seat and centre of a hundred millions of people, would be nothing less than a national misfortune.

### The Several Contemplated Routes Compared.

#### ROUTE NO. 1.

Distances and rates for freight and passengers from Montreal to Manitoba, when the several routes are completed:—

First by rail via Detroit, Chicago, St. Paul, Glendin, Pembina, Fort Garry, 1740 miles. Passengers  $3\frac{1}{4}$  cents per mile.....\$56 55

Freight per ton on the above route  
\$2 50 per 100 miles.....\$43 50

From Chicago to Manitoba, the country through which the railroads pass is almost destitute of fuel, consequently high railroad rates must be charged.

#### ROUTE NO. 2.

Passengers—summer only—Mon-

treal to Collingwood by rail,  
427 miles at 3 cents per mile. \$12 81  
Steam to Duluth..... 15 00  
Duluth to Glendin 244 miles of  
rail at 5 cents..... 12 20

This portion of the road terminates at the west end of Lake Superior, and has no eastern connection during the winter, consequently must add 2-5ths to summer rates.  
Glendin to Fort Garry by rail 215  
miles at 4 cents..... 8 60

This road runs through a country destitute of fuel, and rates must be high.

\$48 61

Freight from Montreal to Duluth  
by water, when the Welland  
Canal is improved, per ton...\$ 5 50  
Duluth to Glendin by rail 244  
miles, at \$3 per ton per 100  
miles..... 7 32  
Glendin to Fort Garry 215 miles  
\$3 per 100 miles..... 6 45

\$19 27

#### ROUTE NO. 3.

Summer only. Passengers.

Montreal to Collingwood by rail  
427 miles at 3 cents..... \$12 81  
Collingwood to Thunder Bay.... 13 00  
Thunder Bay, by rail, 473 miles  
at 5 cents..... 23 65

This railroad, like the Eastern Division of the Northern Pacific R. R., has its eastern terminus on Lake Superior, and of course without an eastern connection six months out of twelve, consequently 2-5ths must be added to summer rates, as interest and expenses run on during the winter months when little or nothing is being earned.

\$49 46