

The New North-West

A few years ago Capt. Butler published two interesting books on the North-western parts of Canada, the one called the "Great Lone Land" and the other the "Wild North Land." The first referred chiefly to the region south of the Saskatchewan, and the name "Great Lone Land" no longer belongs to it. The C. P. Railway traverses it from the Red River to the Pacific, and the few straggling houses around Fort Garry have grown into the enterprising city of Winnipeg, and towns and villages dot the landscape. But to the north of the Saskatchewan the "Wild North Land" still remains unchanged, with its vast and fertile prairies, its noble forests, grand rivers and magnificent lakes, rich in all that goes to build up a nation. This great land, the "New North-West," but awaits the coming of the Winnipeg & North Pacific Railway to awaken from the sleep of long ages, and at the sound of the steam whistle to pour out with no stinted hand the enormous riches which she claims as her own. This is not only the opinion of the writer but also of some of the foremost journalists of the world, as being already a necessity, not merely to afford room to the thousands of agriculturists who would flock to its fertile valleys, but also to capitalists looking for profitable investments in coal, salt, oil, copper and many other industries, while the great prairies, now so silent when contrasted with the time, but a few years since, that countless herds of buffalo wandered over them, will again resound to the bellowing of thousands of domestic cattle or the trampling of the hoofs of numberless troops of horses, but also as affording in addition to all these a still shorter route between Asiatic countries and Europe than is possible by any other way, as may be seen further on, and at the same time have its Pacific terminus more distant from danger of any foreign power than at present.

I shall now endeavor to give some idea of the region which such a road will open, and in evidence that *the time for action is now come* will quote a recent article in the *London Times*, which says: "Canada, our correspondent tells us, is beginning to doubt whether it has not been pushing matters a little too fast, but when we read his statement of the vast and varied capabilities of the region into which the railway has been pushed, the fertility of the soil, diversified, when this fails, by stores of timber, which he pronounces seemingly inexhaustible, and by mineral wealth in the form of gold, iron and copper, with coal in abundance near them, we can hardly question the correctness of his conclusion that the disappointment now felt can be no more than temporary, and that in a short time the doubt will be not whether the Canadian Pacific Railway has been successful, but whether there is not room for a parallel line to do a like work to the north of the present line." Thus wrote the *London Times* on 25th October last, and about the same time the *Scientific American* said: "The country north of us (the United States) is not all Arctic, however, for from it those who know best hardly realize how vast is the new domain of arable land, which has just been opened by the completion of the Canadian Pacific Railway, and how much more remains to enter a new north, vast in resources of all kinds, stands ready for occupation. Wheat is raised fifteen hundred miles beyond the boundary of the United States. Nor is it wheat alone that flourishes in the New North. The grandeur of the Canadian forests is probably the one salient feature known to everybody. The latest discoveries indicate that the greatest surprises may prove to be in regard to the mineral wealth of these northern regions." Thus it is seen that the leading thinkers of England and the United States are beginning to understand what a rich empire Canada possesses, and it is time that Canadian enterprise should show itself worthy of such possessions and not leave them neglected or at best to be kept solely as a hunting ground for trappers and fur traders. I am glad to add that prominent capitalists in our midst have also begun to think that it is time the New North-West is opened to commerce, and last session of the Dominion Parliament they obtained a charter to build a railway which