

	Miles.
From Winnipeg to Port Nelson (Hudson's Bay) .	650
„ Regina to New York	2,185
„ „ Montreal	1,781
„ „ Port Nelson (Hudson's Bay) .	700

Whilst the difference in the sea voyage is evidently unimportant, the saving in railway carriage by the Hudson's Bay route is very marked, and is—

	Saving in miles.
From Winnipeg <i>via</i> New York	1,129
„ „ „ Montreal	775
„ Regina „ New York	1,435
„ „ „ Montreal	1,081

Regina is the capital of the North-West Territory and the centre of the great wheat-growing belt of land, and it is estimated that the saving in the cost of transport of wheat thence to Liverpool, which will be effected by the Hudson's Bay route, will amount to 5s. per quarter. Similarly for cattle, it is estimated that the saving will be from £3 to £4 per head.

These figures should serve to draw the traffic from whatever sources may be available, and when it is considered what these are the importance of the proposed railway will be evident. Not only Manitoba and the North-West Territories of Canada, but the adjoining States of Minnesota, Dakota, Montana, and Washington Territory will find by it the cheapest and shortest outlet to Europe for the produce from their wheat lands and cattle ranches.

Moreover, the saving in distance from Regina applies to British Columbia, China, and Japan.

The quantity of wheat produced by the States of Minnesota and Dakota is about ten million quarters per annum, and the surplus crop of wheat in Manitoba available for export is about 400,000 quarters, and is rapidly increasing. As to cattle, it is estimated from last years "round up" that in Alberta alone there are at least 80,000 head. In 1885 the number of cattle exported from Canada to Britain was 144,000, and as the cattle ranches of the North West are developed the trade will undoubtedly acquire much greater importance.*

There are also sources of traffic of a less ambitious character, such as the produce of the rich agricultural and timber regions through which the line runs, and the communication which it will establish between Hudson's Bay and the Canadian and American markets.

The Americans have, for a quarter of a century, carried on a

* See article in the *National Review*, March 1886, on the "Newer North-West" for Englishmen."