

1875. SPRING. 1875.

Bryce McMurrich & Co.

ARE NOW RECEIVING THEIR

SPRING IMPORTATIONS,And Solicit an EARLY VISIT from their Customers
and the**TRADE GENERALLY.**

WAREHOUSE—34 Yonge Street, TORONTO.

N.B.—Owing to the depressed state of Trade in Britain, many lines of Goods have been purchased at very low prices, and BUYERS will find it much to their interest to visit the Markets, and inspect Stocks personally, instead of ordering from Travellers Samples.

**THE MONETARY TIMES,
AND TRADE REVIEW.**

TORONTO, CAN., FRIDAY APRIL 16, 1875

PRESENT POSITION OF THE PACIFIC RAILWAY.

The great enterprise of connecting the Atlantic and Pacific Oceans by railroad, in which the Dominion is now actively engaged, should excite the interest of every Canadian who has anything at stake in the country. The work is a gigantic one for less than four millions of people to undertake, but when the effect which its prosecution will have in populating and developing our rich Western prairies is considered, there is reason to hope that the burden will not press too heavily on the Dominion and its resources. The time for the completion of the road has been extended to 1890. This will give eighteen years from the period when the surveys were begun, and that length of time ought to suffice to complete the magnificent enterprise, although possibly, not without some increase of the present rate of taxation.

It is well known that the policy of the existing Government is to make such portions of the railway as will, in conjunction with the long stretches of water between Ontario and the Northwest, speedily give us easy access through our own territory to that land of promise. The legislation necessary to carry out this portion of the scheme has already been obtained, and the work may now be said to be under way. The present position of this portion of the work can best be understood by a brief reference to the engagements which the Government has entered into.

The Eastern terminus of the railway has

been fixed near Burnt Lake, a point about 30 miles south of Lake Nipissing. To connect this end of the road with our existing railway system, Parliament has voted a subsidy of \$12,000 per mile to the Canada Central Co., to enable it to extend its road to wherever the junction may be, near Burnt Lake. This extension will be about 120 miles, and we understand the work is to be immediately proceeded with. From Burnt Lake to the mouth of French River—a stretch of 85 miles—we have what is known at present as the Georgian Bay branch, although we have been informed on high authority that it may yet be a part of the main Pacific line. Others however, believe this to be geographically impossible. The contract for this section has been let to Senator Foster (since resigned) the price being \$10,000 per mile in cash, interest at 4 per cent. for twenty-five years on the sum of \$7,500 per mile, and 20,000 acres of land per mile; the railway to be retained by the contractor, who is bound to run it under such regulations as the Governor-in-Council may order. Whether any individual can long be compelled to run a railway at a loss, if loss there should be, is doubtful.

Montreal and Quebec are to be put in connection with the Georgian Bay branch by the extension of the Northern Colonization railway, and Toronto, Hamilton, and the West, by means of the continuance of the northern extension or some other railway—a distance of about 65 miles. The Governments of Ontario and Quebec are expected to assist existing railway Companies in making these connections, and when completed, there will be continuous Railway communication both from the east and west with the mouth of French River on the Georgian Bay.

From the mouth of French River there is uninterrupted water communication (unless the Sault Ste. Marie canal may be considered an exception), with Thunder Bay, the western extremity of Lake Superior. From Thunder Bay to Lake Shebandowan is a distance of 45 miles, and Parliament has just approved of the contract entered into with Messrs. Sifton & Ward to construct a railway between these points. The contract price is \$406,194, but this does not, of course, include rails. This piece of road, as also the Georgian Bay branch and Canada Central extension, has to be completed by the 1st of January, 1879.

From Lake Shebandowan to Rat Portage at the northwest corner of the Lake of the Woods, we have another long water stretch. By an improvement to be made at Fort Francis, the number of portages are to be reduced, but there will still remain several

between Shebandowan and Lake of the Woods. Some of them are quite short, but they must continue to be a great drawback to the Dawson route, and will prevent its being very attractive even after the Railway sections are completed. With the exception of these portages, however, there is safe and pleasant sailing all the way to Rat Portage, the scenery in some parts being very striking and beautiful.

From Rat Portage to Winnipeg, or we should more properly say to the Red River, is a distance of about 114 miles. There is a narrow, shallow neck at one part of Lake Manitoba, about 900 feet wide. It has been decided that the railway shall cross there, instead of going down to Winnipeg, as the bend necessary to reach that town would, it is estimated, cost \$1,100,000 additional. The first 37 miles westwards from Rat Portage is a very hilly, rocky country, the termination of which is near Cross Lake. The tenders sent in to the Government for the construction of this section were so high, in some cases, and the amounts so different, that it is proposed to make further surveys, and possibly ask new tenders. The work will not be much delayed, however, as Parliament gave the Government power to let the contract without waiting for its ratification. From Cross Lake to Red River, 77 miles, the contract has been awarded to Messrs. Sifton & Ward, the price being a lump sum of \$402,950, exclusive of rails. This is \$5,233 per mile.

It is confidently expected that this mixed rail and water route will be completed for the season's business of 1877. It now takes about two weeks to get from Ontario or Quebec to Manitoba through our own territory, and it is expected that the improvements now placed under contract, will reduce the time from Montreal or Toronto to four or five days. If passengers or shippers prefer an all-rail route, they can use the American railways, and reach Manitoba *via* Pembina, for that branch of the Pacific road was put under contract to Mr. Joseph Whitehead last fall, and we believe the grading of a considerable portion of it has already been completed. It is expected to be finished this fall. As it is generally understood that the section of the Pacific Railway north of Lake Superior will be left to the last, the country being very rough and barren, we suppose our business with the North-west will have to be done by the Dawson route, or partly by American railways, for many years to come. It remains to be seen whether this will prove satisfactory.

So far as the western sections of the Pacific road are concerned, it is not clear what course the Government propose to