

a port on the Bay of Quinte. This canal will shorten the first route by about two hundred and fifty miles, which is a matter of the greatest importance in the question of transportation.

But Canada's outlets are not yet exhausted, we have still the Georgian Bay Canal route. Although this canal is not yet an accomplished fact, it is now being surveyed and we can safely prophesy that it will be completed in the near future. This canal will start at the mouth of the French River, and will be, practically, this river as far as Lake Nipissing, short canals being built around the rapids. From the lake it will cross Nipissing District and join the Ottawa River. Utilizing the navigable parts of this river, it will proceed to its mouth at the St. Lawrence. By this means an additional two hundred miles will be saved, or in other words, the first route will have been shortened by about four hundred and fifty miles.

Next we come to the Hudson Bay route ; though at present it is not much thought of, it may in the future outrival all the above mentioned ways. It is very probable that much of the grain of Manitoba, and of the southern portions of the new provinces will continue to go by the great lakes. But if a railway were built, let us say, from Edmonton to Fort Churchill on Hudson Bay, then the northern wheat districts would be the same distance from the Hudson Bay, as the southern districts are from Port Arthur. This would mean a saving of about five hundred miles of rail-haul for the wheat of the Saskatchewan Valley. And moreover there would be the additional advantage of having an ocean port at Fort Churchill, closer to Liverpool than is the harbor of New York. The general opinion is, that the route is unpracticable on account of the ice ; but the obstacles to navigation from this source are not so grave as might be imagined. For five months in the year, from July to December, navigation is open from Fort Churchill. The Bay itself is never frozen over, it is only the pack ice in the Straits that causes all the difficulty.

Our highroads from the West are not limited to these waterways. Only last session Parliament passed an Act, providing for the construction of the Grand Trunk Pacific Railway. This work, though only in its infancy, is being pushed forward with such energy that its early completion is assured ; and Canadians will soon be able to boast of at least one all-Canadian, through line, from the Pacific to