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continental line, and it is well known that the authorities in England have been devoting attention to that subject. Montreal must, therefore, both as to interior and external trade, profit more than any other city of the Dominion by the construction of the Pacific.

It is also well known that the Grand Trunk and the Pacific, the one by its American connections, the other by the construction of the Sault Ste. Marie branch, must bring us a large share of the export trade of the American west. We have, accordingly, in a local sense, every reason to be satisfied with what has been done and what is promised for the future. On that point, indeed, there cannot be two opinions.

In company with Mr. Olds, traffic manager of the Pacific, Alderman Rainville, M. David, D. Sidey and Wm. Stevens, I left Montreal on Wednesday, December 1, during a snow storm, to wake up next morning at Pembroke when the temperature was ten degrees below zero. From the very start, we were evidently destined to have two formidable enemies of the regular running of trains, in the region north of Lake Superior. Let it suffice to tell you that we reached Winnipeg only two hours late, that small delay having occurred between Montreal and Ottawa. We had therefore, travelled a distance of 1,424 miles, with a temperature ranging from ten to thirty-five below zero, and a violent snow storm, and yet, in spite of all that we reached Winnipeg only two hours behind the time announced. Those who have made long journeys on the American lines will understand how surprising such regularity was under such conditions. Reaching Winnipeg at 11 o'clock in the forenoon, we set out half an hour later, reserving our visit there for the return trip. Brandon, Broadview, Regina, Moosejaw, Swift Current, Medicine Hat and Calgary are the principal points that attract the attention of the traveller. These places have become in a few years the centres of immense agricultural districts in the Canadian prairie region. A hundred miles southwest from Dunmore are the famous Lethbridge coal mines. Those mines are connected with the Pacific by a narrow gauge line and are now in full operation. There are also new anthracite coal mines near Banff,—a fact that makes up for the lack of fire wood in the 900 miles of prairie between Winnipeg and Canmore. It is here worthy of remark that an enormous difference distinguishes our Canadian prairies

from the plains of the Western States, crossed by the American lines everywhere in the latter. As I have already said one encounters veritable wastes of sand—areas incultivable and unproductive, where the thermometer, during the hot season, attains a height unknown with us. And those sandy plains stretch sometimes with hopeless monotony for hundreds of miles through Utah, Wyoming, Nevada and, in the South, through Colorado, a part of Kansas, Arizona, and New Mexico. Our prairies, on the contrary, are everywhere of an extraordinary fertility, whether for the cultivation of wheat and other cereals, or the raising of cattle. The superficies of arable lands is of immense extent and all along the Pacific route we find evidences of a luxuriant vegetation. Water which fails almost absolutely in the American deserts is here within reach of the farmers and cattle raisers. It is found either in lakes or in numerous rivers, conlees and creeks that furrow the prairie or in wells at a depth comparatively insignificant. This, indeed, is so evident that the great American cattle raisers have been looking out in Canada for localities where they can fatten their cattle and prepare them for exportation.

But to return to my journey and personal experiences. Our first destination after leaving Montreal was the famous Banff valley between the gorges of the Rocky mountains. I had heard wonderful things of this district still unknown to the travelling public but certainly destined to win a universal reputation in a not distant future. By its picturesque situation at the bottom of a gorge, encompassed by superb mountains and by its famous sulphur springs which issue from the earth at a temperature of 120 degrees, Fahrenheit, Banff will soon be for Canada what the famous hot springs of Arkansas are to the United States. Physicians attribute to those springs curative properties which cannot fail to attract invalids and delicate persons from all parts of the world. The magnificent landscapes that meet the eye on every hand, the game which swarms in the adjoining mountains, and the fish abounding waters of the Bow river will make it a favorite resort for the sportsman, the artist and the lover of the grand in nature. The Government have already constructed fine roads from the Banff station to where the waters issue forth, in an atmosphere of sulphur, from the steep flank of a mountain covered with clumps of firs and sombre balsams. The Pacific com-