

displayed in securing to the Canadian Pacific Railway the control of the new line (Ontario and Quebec) running through the heart of the fertile Province of Ontario and connecting with the whole railway system of the Western States, and with navigation of the Upper Lakes. Nor do we doubt that the proposed "short-line" extension of the system to winter ports in the Maritime Provinces will bring in returns commensurate to the portion of the cost of construction which will have to be provided by the Company.

As to the main line extending, let us say, from Montreal to the Pacific Ocean—what can we reasonably and safely predict its traffic will be? Our information in regard to much of the country and its possibilities is still imperfect and vague. "What will the country between Lake Nipissing and Winnipeg produce for railway traffic?" ask the doubting Thomases. Well, there is an abundance of timber in parts of the country; there is, no doubt, great mineral wealth in course of development; there are the resorts of tourists and sportsmen; there are extensive and growing fisheries along the shores of Lake Superior; and there will, no doubt, be a considerable population settled in this region, now that the most of the territory is formally coming under the laws and administration of the Province of Ontario, settlers whose wants and industries will create traffic for the railway. There are several million acres of land north and west of Lake Superior of as fine agricultural nature as is to be found anywhere in the Ottawa valley, which will be rapidly taken up and settled. While this is quite true, it is well known that the country from Lake Superior west to the Pacific Ocean, traversed by the line of the Canadian Pacific Railway, is a much finer agricultural country than that traversed by the Northern Pacific Railways, from Duluth to the Pacific Ocean. Travellers over both lines unhesitatingly pronounce in favour of the land on the line of the Canadian Pacific Railway. If this be so, why should not the Canadian Pacific Railway, with all its advantages over the Northern Pacific Railway of smaller fixed charges for interest, a better country to operate in, and the greatest advantage of all, having its own line from ocean to ocean, not be able to make as good a showing the first year after the completion of its line as did the Northern Pacific for the year ending the 30th June last—within eight months of the driving of the golden spike in September.

Gross earnings of the Northern Pacific Railway for the year ending 30th June.....	\$12,556,237
Operative Rents and Taxes.....	7,476,812
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	\$5,079,425
Interest on Bonds.....	3,882,341
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Balance.....	\$1,197,084

Land sales for the year 473,712 acres; realizing \$2,155,235.

Why? let us ask again, should not the Canadian Pacific be able to do as well? But independent of the question of local traffic, the Lake Superior section of the line was an absolute necessity to ensure the commercial success of the enterprise. Without the through line north of the lake, the Canadian Pacific would have had no control over the traffic going into the North-West. The "west bound" business would have continued to go over the G. T. R. and its American connections as it had done in the past, and the so-called Canadian Pacific Railway would have been simply the western extension of the American railway system, and not in any sense a Canadian Pacific Railway.

In British Columbia the indications for traffic are most encouraging. The silver mining and smelting business promises to be large. Gold mining, cattle raising, and fish (salmon), canned and fresh, are some of the sources of traffic in sight, and as to the Asiatic traffic, overtures are already being made to the Government and to the Company for placing a line of steamers on the route between the ocean terminus of the Pacific Railway and Yokohama and Hong Kong. It is stated that passengers by this route from England to Hong Kong will save ten days over the present Suez Canal route. There is, we think, no need to fear that there will not be a fair trans-Pacific business from the opening of the line.

As for the prairie section, it cannot, we think, in fairness, be doubted that ultimately along every inch of the track there will be a traffic-contributing population through a thousand mile stretch of farming country, the lands, as far as tested, having been found not only habitable but fertile, producing in perfection wheat and all the other grains of the temperate zone, with every variety of root and vegetable. Recent agricultural and meteorological tests show that what has been spoken of as "sterile" land in a portion of this tract is capable of yielding superior crops, and while we write fields of excellent wheat are being harvested on the railway company's experimental farms situated in localities the soil of which had been ignorantly pronounced unfit for cultivation.

So far, then, as the lands north and south of this portion of the railway are concerned, we may regard them as valuable contributories to the traffic of the road; and, judging from the fact that with a population in the entire North-West not exceeding 200,000, the surplus yield of wheat for the current year is estimated at 7,000,000 bushels, some idea can be formed of the traffic possibilities not a few years hence, and when a million of people engaged in farming operations will be providing traffic for the Canadian Pacific. The very fact, too, that wood is scarce in the fertile prairie region suggests an extensive traffic for the road in lumber and coal—lumber both from the east and the west, and coal from the Souris country, and from the Saskatchewan, the Belly and the Bow Rivers. That there is an abundance of lumber in the vicinity of Lake Manitoba, the Lake of the Woods, and portions of the Superior section, is not less certain than that it is found in abundance in the Rocky Mountains, or that geologists, mineralogists and practical miners unite in their testimony in regard to the wonderful extent and number of the coal deposits of the North-West. If "the proof of the pudding is in the eating," the actual mining operations and the actual consumption of a superior quality of North-West coal must set at rest all disputes in regard to the question of the future fuel supply of the North-West, thus not only ensuring the settler protection against the winter's cold, but providing the railway with a remunerative and never-ending source of traffic. As the North-West is not likely to become a manufacturing country, and as the protective tariff is not likely to be repealed, it follows that importations from the old Canadian Provinces must always be on a very extensive scale, guaranteeing a great traffic from east to west. It may be well, also, to point out that in the country lying along the eastern base of the Rocky Mountains is found the natural grazing ground of horses and cattle, the choicest territory for grazing in the whole of the North-West. Looking at what has been accomplished in less suitable territory in Montana, at the demand for Canadian cattle in England, and at the advantage which Canada has acquired in England through freedom from disease in her shipping stock, there cannot be any risk in counting upon a grand development in cattle raising in the vicinity of the Rockies, where the pure and abundant mountain water, nutritious grasses, and a moderate climate combine to produce the finest beef that has yet been seen in Canada, and for the smallest expenditure that has, so far, been known in any cattle-raising country. When the present local market for these animals has, to a considerable extent, disappeared—as it will with the completion of the railway and the withdrawal of the Mounted Police—the ranchers will look abroad for their market, and this market can only be reached by means of the railway; hence, a very important item of traffic for the road, one which must steadily grow with the increasing wants of England's population and with the spread of information with regard to the superior quality of the North-West supply.

It is, of course, difficult in the limits of a single article to indicate, even in general terms, the wide range of traffic, from a variety of sources, which a great railway such as this, spanning an entire continent, is capable of creating for itself. We may point out, briefly, the shipment of North-West wheat for consumption in parts of British Columbia. As regards the traffic to be created by railways running north from the Canadian Pacific and beyond the North Saskatchewan River, opening up immense tracts of the finest agricultural lands, and developing ultimately the Peace River country and other regions where prairie lands abound—whether these railways be built by the Canadian Pacific Company or, what is quite as probable, by other railway corporations—the traffic of the main line must be greatly benefited by them. In this connection it may be noted, *en passant*, that these "feeders" will connect with regions where oil flows in the greatest abundance—with coal lands, wheat lands, timber forests, great grazing tracts, and other traffic creating territory of vast extent, and only awaiting the impulse which will ultimately be given by capital and settlement.

On the whole, then, it would appear, now that the Canadian Pacific Railway is a fixed fact, that, without taking into consideration the possibility of its becoming a great route for certain portions of the commerce of Europe with China, Japan, and Australia, it stands an excellent chance of handling an enormous and remunerative traffic. The railway stretches through every variety of climate and soil, and will be fed by all the products and industries that are known in the temperate zone. It opens up one of the world's greatest wheat fields, probably one of its greatest coal fields as well. The line from Montreal to Port Moody places in Canadian territory the shortest of all American trans-continental railways, as well as the railway with the easiest grades, and of the most excellent construction. It pierces some of the world's grandest, as well as most beautiful, natural scenery. The work, once consummated, will stand as one of the greatest railway undertakings in this age of great and daring enterprise. This much