

considerations of safety, to clear it in the fall, I have suggested as extending from the beginning of July to the end of October or possibly including the first week of November. And when I limit the time for ships leaving Hudson's Bay ports to the shorter period, I do so having regard to the unavoidable delays that will attend the passage of vessels through the Strait itself as well as the bay in July and October and on the assumption that freighters will not winter at those ports. And if the wheat for shipment by the bay is to be stored in the province instead of at the bay, then inasmuch as we have lines that will be open all the fall, all winter and all spring competing for its carriage it is difficult to conceive that it will remain in store here until the opening of Hudson's Strait in July."

#### A POSSIBLE HUDSON BAY ROUTE.

"At the same time I will not deny the possibility of a commercial route being established by way of Hudson's Strait. Away in the far north west, future years—the near future I trust—will witness the settlement of a great population and an immense production, and when that shall take place the situation as to comparative proximity to the lakes and to Hudson's Bay will in so far as that particular district is concerned be somewhat changed. Prince Albert which will be about 915 miles from Fort William by the Manitoba and Northwestern railway when that road shall be extended, will not be more than about 650 miles from Churchill. Edmonton will be about 1,000 miles from Churchill and about 1,270 miles from Fort William by way of Prince Albert. When the country along the great Saskatchewan becomes filled with population and its boundless resources in grain and cattle are developed, then indeed there may be traffic offering itself to a Hudson's Bay route under conditions which would give it in respect of length of rail haul at least some advantage over the lake route."

#### A POSSIBLE SCHEME.

"In my judgment, however, the true conception of a Hudson's Bay scheme, if it is ever to be realized, is one involving a great transcontinental line, and I believe that in no other way, if at all, it can become a possible success. The further north one goes the shorter of course is the distance across the Atlantic from Britain and across the continent to the Pacific. From Liverpool to Churchill, which is about as far west as the meridian of Winnipeg, the distance is a little shorter than from Liverpool to Montreal and considerably shorter than from Liverpool to New York. From Liverpool to Vancouver by way of Churchill is shorter by over 1,300 miles than it is via the Canadian Pacific route. A road crossing the Rockies by the Yellow Head Pass to the coast would have a shorter route still. And my conception of a Hudson's Bay route would be one having a line of railway not only from Churchill to Edmonton but extending from Edmonton to the Pacific by a more northerly route than the line of the Canadian Pacific. There are imperial considerations which might be served by the construction of such a line. It may become important some day that a line through Canadian territory, farther removed from the international boundary than the present system, should be open for transcontinental traffic. And I conceive it possible that such a scheme might yet demand imperial considera-

tion and command imperial aid. The establishment of such a route would not, of course, change the conditions that exist in Hudson's Strait, but one can imagine such a volume of transcontinental trade seeking that northern route that joined with the traffic of the great Canadian Northwest which is much nearer to the bay than to the lakes, when it shall be filled with a large population, it might pay to establish a shipping route to Europe through the strait, even if it were to be navigated for only the season, and with all the drawbacks stated. I reaffirm my decided conviction, however, that such a route can never, for the reasons I have stated, even if opened, be a factor in competing for the traffic of Manitoba, excepting, possibly, the very northwesterly district to which the railway system of the province is now being extended."

The above is only a summary of the report, which consists of about 40,000 words."

#### Progress of Northwestern Manitoba.

Portage la Prairie, Dec. 15.—There is no more certain indication of a country's progress than the record of traffic on the several railways. This barometer, for the year 1898, shows a wonderful period of progress and development in Manitoba. Following the practice of previous years the Liberal elicited information from the authorities of the M. and N. W. R., and the reply received gives some conception of the great development in progress along the line. The figures as to shipments of grain are not available, as the late fall and wet weather retarded threshing, but there is no doubt the shipments for the season's crop will exceed those of last year when they have been completed. Following are the exports of farm produce from points on the M. and N. W. R. for the year, with the figures for 1897.

	1897.	1898.
Cattle .....	11,676	16,812
Sheep .....	1,156	2,673
Hogs .....	5,690	3,350
Butter, pounds .....	905,000	974,600
Cheese, pounds .....	58,030	29,800
Meats, etc., pounds.....	479,590	406,690

The exports in cattle show an increase of about 35 per cent, and those of sheep over 100 per cent. There is also a satisfactory indication of the continued development of the dairy industry, the shipments of butter this year being nearly 70,000 pounds in excess of the product of 1897. The falling off in cheese is accounted for by the reduction in price and surplus stocks in hand from last year.

Not only have the settlements along the line developed, but there has been a marked increase of population by the influx of new settlers. The bulk of the new arrivals settled in the Yorkton district, although a very large number have settled at the older stations along the line, there being hardly a station at which some new settlers have not located during the year.

As an illustration of the increase of new land put under cultivation several new elevators and warehouses have been erected at various stations to provide for the storage of the larger quantities of grain delivered. During the year additional elevators or warehouses were erected at Westbourne, Franklin, Arden, Minnedosa, Solsgrith, Foxwarren, Langenburg, Churchbridge and Yorkton.

The figures given above, while showing progress in the country, also indicate prosperity of the railway company, which, coupled with the pleasing feature that all litigation, that has to some extent weakened the corporation for some years past, has been amicably settled and the interests of the entire line concentrated. This will be of great benefit, and it is hoped will result in the extension of the line during the ensuing year, at least to Prince Albert. During the past many improvements and betterments were effected at different points on the line. Commencing at the eastern terminal, the round house here was enlarged by the erection of a two stall addition, the stations at Macdonald and Franklin were rebuilt and enlarged, a two-stall brick addition built to the Minnedosa engine house, a new water tank erected at Russell and extensive additions and improvements made to the stockyards at Yorkton and Russell, making them, in the opinion of cattlemen, the most complete and convenient yards in the whole Northwest.

#### THE DAUPHIN LINE.

A year ago the Liberal gave publicity to the phenomenal record of the Dauphin line, in its first season's operation, and it is pleasant to now report that the volume of business over the railway for the past year has steadily increased. The figures furnished in reply to inquiries of the Liberal, indicate a tremendous development in the Dauphin district, and there is no doubt this has been no mean factor in the hopeful feeling of progress which permeates the whole province. The number of new settlers going into the country is very much in excess of previous years, and the inquiries for homesteads in the new districts opened up by the extension of the line toward the Swan River are numerous and give promise of a large influx next spring. During the year traffic on the Dauphin line included:

Flour, 20,555 sacks.
Grain, 373,500 bushels.
Cattle, 2,483 head.
Lumber, 4,299 tons.
Agricultural implements, 91 cars.
Immigration effects, 104 cars.
Fish, 1,000,000 pounds.

Compared with the figures of last year the increase is remarkable in every instance. It is true the grain shipments do not show any appreciable increase, owing to the late movement of wheat this season, but when the entire season's crop is moved there will be a very large advance. The item that emphasizes more distinctly the development of the district is the number of carloads of settlers' effects carried. In 1897 there were 91 cars, this year an increase of 10. The exports of fish show an advance of that industry, the shipments the past year being 66 per cent in excess of 1897, the figures being 1,000,000 pounds against 332,470 pounds. An increase in the number of cattle shipped and quantity of lumber used expresses in forceful language the prosperity of the farmers in the country. In 1897 the number of cattle sent out aggregated 1,858 head, while this year the total grew to 2,483, and the shipment of lumber shows an increase of 60 per cent.

Teacher—"Now Dolly, I'll give you a sum: Supposing that your father owed the grocer £15 11s. 21-24 27 3s. to the boot maker, £14 0s. 9d. to the milkman and £31 19s. 31-2d. to the coal merchant—" Dolly confidently—"We should move."