

is firmly believed that Quebec can be made a winter port for ocean vessels of suitable construction. The Baltic until a few years ago was closed, like the St. Lawrence, all winter. Now, it is regularly and safely navigated all winter by many steamers carrying from 5,000 to 8,000 tons of freight, and with no difficulty as to insurance. In any case, there can be no difficulty in making a winter port at Chicoutimi. The ice in the Saguenay is mostly salt-water ice, easily broken, the Saguenay offers perfect safety for ships, being all deep-water and protected from snow-storms by wall-like banks; and the St. Lawrence from the Saguenay to the sea has none of the shoals and other obstacles which exist to some extent between Tadousac and Quebec. Should these ports be temporarily inaccessible at any time in winter, the bridge now being built at Quebec will give this railway short and easy access to the winter ports of Halifax and St. John.

4. **CLIMATE.**—The worst climate to be met with on the proposed line will be that of the country between Lake St. John and James Bay. Recent information goes to show that this has been entirely misrepresented. Observations taken at Moose Factory, on James Bay, prove that the average summer temperature during five years was somewhat warmer than Chicoutimi, and three degrees warmer than Rimouski, and that the average snow-fall was half that of Montreal. So that from a climatic point of view, anything which can be grown at Rimouski, Chicoutimi or Winnipeg, can be grown in the James Bay territory.

5. **SOIL.**—Recent explorations prove that the soil in the James Bay territory is equal to that of the St. Lawrence valley. That of the immense Peace River valley is well known for its fertility, and present information goes to show that the country between James Bay and Lake Winnipeg, and between Lake Winnipeg and Peace River, is also excellent. So that it may be said that the whole country from the Saguenay to the Rockies is fit for settlement and for the raising of cereals, and could support a population of many millions, sufficient in fact, if the zone between this line and the C.P.R. were settled, to raise breadstuffs for the British Isles, and make them independent of all foreign countries.

6. **MINERALS AND TIMBER.**—The reports of the Geological Department indicate that this country is rich in minerals. The best of iron is found in the James Bay country, together with lignite coal and copper. The district north of Peace River abounds in petroleum, and the country between the Rockies and the Pacific coast in bituminous and anthracite coal, gold and copper, and a branch from this line would offer the shortest route on Canadian soil to the Yukon gold fields should a railway ever be needed to that country. The James Bay district and the country east and west of Lake Winnipeg are timbered with the best of spruce, and the rivers abound in water-powers to convert this timber into pulp and paper.

7. **MILITARY AND NAVAL.**—In the event of hostilities with our neighbors, which it is sincerely to be hoped may never occur, the present C.P.R. line could be broken in twenty places in a week, and communication would never be restored. The proposed line being from 300 to 600 miles from the frontier, protected by fleets at Quebec, Saguenay, Nottaway and Port Simpson, would be impregnable, and for this reason should receive the support of the British Government. This support need not be costly, as the price of a battle ship per annum would pay the interest on the cost of the whole undertaking.

8. **MANITOBA.**—The branch to Winnipeg would give the Province of Manitoba its shortest and cheapest outlet to the seaboard. The saving in distance, the level character of the road and the consequent easy gradients, would, it is estimated, make it profitable to haul wheat to the seaboard at seven cents per bushel less than it now costs the farmer of Manitoba. This saving, even on the present crop, would nearly pay the interest on the cost of the road. Should the navigation of Hudson Straits ever prove practicable, the distance from Winnipeg to the Straits via Nottaway would be no greater than via Churchill, and through a much better country.