

The following is taken from the *Mississippi Valley Lumberman and Manufacturer*, and is an instance of the feeling existing across the border regarding the agricultural, timber and mineral resources of Canada:—

"Last week we had occasion to notice the commencement of the construction of the Winnipeg & Hudson Bay Railway, and alluded to the misapprehension which exists in reference to the great region known as British America, stretching in a broad belt from the Atlantic to the Pacific and all north of the northern boundary of the United States to the Arctic regions. This has been a *terra incognita* to all the world except the Hudson Bay Fur Company, who carefully concealed its wonders from the public gaze for a century. A thin border of settlements stretched themselves out the length of the St. Lawrence River, and pushed their way west along the southern British border until they have reached the Pacific coast. This belt of say 100 miles wide and 3,000 miles long has been demonstrated to be not only a habitable country, but one capable of sustaining as dense a population as the same belt across Europe and Asia does now. A quarter of a century ago a large part of this belt was reported to be an arid waste, so black and desolate that only furred animals and Esquimaux could inhabit it. Now Manitoba, Assiniboia and Saskatchewan are conceded to be the best rivals if not superiors to Dakota and Montana as wheat producing countries. Vast mineral deposits are being developed, and forests compared with which all the primeval timber of the United States was but a little grove, are now known to extend in an unbroken broad belt from the Upper Peace and Saskatchewan country south and east across the Nelson River and northern Lake Winnipeg country, away over the Spanish River and the vast Ottawa region, and eastward way down to the mouth of the Saguenay River and southern Labrador and the Atlantic coast. The vast and almost inexhaustible supply of timber would supply the two continents longer than the forests of Norway, Sweden and Russia have lasted Europe. These forests the races who anteceded the Romans commenced to hew down, and they are still the great source of European supply. What these great northern woods of Europe are to that continent, British America will one day be to this. What the possibilities of development in British America are cannot now be surmised, but enough is known to warrant the belief that it can feed the world. The bulk of the population of the United States inhabit the belt made by 36° on the south, 48° on the north. The next 12° of latitude on our north and hundreds of miles longer than ours is capable of sustaining fully as great a population. Its natural location and facilities for reaching the old world markets are far better than ours, and under the fostering care and aided by the enormous wealth of the mother country, its development may be far more rapid than even is the marvellous progress made on our own side of the line. The sudden construction of the transcontinental traffic line, the Canadian Pacific Railway, has in five years fully inaugurated an era of progress scarcely paralleled in the world's history. We have not the figures at hand to give the population and wealth which has seemingly sprung into existence in the North-West Provinces, but it is amazing. The second step in the grand drama is the construction of the Hudson Bay & Winnipeg Road. These two lines, with the lateral feeders which will speedily follow, are the certain means by which England intends to create a new Indian empire out of which to fill her coffers in ages to come. This great political movement on the part of our greatest rival has a significance to us beyond anything which has occurred in American history, save the Revolution and the Civil War. There is no question but that the British American Provinces can be made to produce a superabundance of almost every commodity now produced in or exported from the double tier of Northern States. Breadstuffs, meats, wool, lumber, etc., which form the bulk of Northern States export, are already produced in them in such considerable quantities as to seriously affect our value at home and abroad. These provinces promise soon to supply the European demand, and under their free trade privilege (which means maternal protection), cheap living, cheap labour system, with their more economical methods of life, can and do produce all the staple commodities cheaper than we can or do.

Another important factor is the great matter of transportation. With our long rail routes so crooked and circuitous that we have to go two thousand miles out of our road to reach European markets, and these routes in the hands of the most heartless and soulless corporations which ever affected a nation, who render fair competition with our northern neighbours an impossibility by their systems of extortion and robbery. These considerations render it extremely doubtful if it will be possible, at the end of another decade, for the wheat raisers and stock producers of the North-western States to earn a bare living. There must be a radical change or Asiatic and