

that grand enterprise, the Canadian Pacific Railway, we possess the magnificent extent of collateral water line, almost directly on the path of the future Railway, and occupying three-fourths of the entire distance across the Continent. The introduction of steam navigation throughout this extensive water line will revolutionize the whole traditional system of traffic with the Indians, and other people of the interior. In times past, it has cost the Hudson Bay Company, annually, about \$500,000 for the collection and transshipment of their furs. This will not appear extraordinary when it is known that the cost, under the system of transportation of maintaining a single bateau for the season of navigation, including the wages and provisions of men, is from \$1,500 to \$2,500—one of these boats carries five tons. To make the upward voyage with loaded boats, from Red River to Fort Edmonton, on the North Saskatchewan, a distance of 1,062 miles, requires a period of two months. A steamboat which would carry, say 100 tons, would make the trip in one week at the farthest, at a cost not greater than that required to support a bateau. To sum up this statement, to carry five tons 1,000 miles in a bateau, and return, consumes the season, at a cost of say \$2,500, or \$500 per ton. To carry 100 tons in a steamboat, and return, might consume a month, at a cost of say \$1,000, or \$10 per ton. Transportation by steamboat would, therefore, cost one-fiftieth of the expense by the old modes. As already remarked, the tendencies of settlement will be governed mainly by the direction of the navigable streams which offer a wide field of enterprise and investment for capital.

The Pacific terminus of our Railway will possess one of the finest harbours in the world, in a mild climate, and supplied with all the essentials of a first-class naval station, in the adjacent coal mines and forests.

Its position with respect to Asiatic ports is such as to give it the command of the ocean trade, as the following comparative table of sailing distances from the principal ports in Asia will prove:

	To Victoria.	To San Francisco.
From Amoor.....	3,895 miles	4,110 miles.
" Shanghai.....	5,215 "	5,439 "
" Canton	5,975 "	6,140 "
" Calcutta	8,805 "	8,070 "
" Melbourne	6,930 "	7,205 "

From Manitoba to Vancouver, the distance by Railway will be about 1,700 miles.

Assuming the early development of this immense extent of fertile country, the North-West, with its commercial radius extended by Railways and Steamboat navigation, with an unlimited market, both in the Eastern and Western hemispheres, must occupy a position without a parallel in the world.

The imports of England alone, from Indian and Pacific seas, annually exceed one hundred of millions of dollars. We are on that