

"community so replete with British loyalty and pluck, while it afforded her the means
 "of extending her confines and the outlets of her commerce to the wide Pacific and the
 "countries beyond."

POSITION ON THE GLOBE.

The geographical situation of the province is very important. It juts out from North-West America as Great Britain juts out from Europe. The comparatively favourable distances across the ocean to Japan, China, and Australia, the direction of the trade winds, the open harbours, the stores of coal, the immense fertile region through which the Canadian Pacific Railway reaches the seaboard of British Columbia—linking the Pacific Ocean to the system of the St. Lawrence navigation on the eastern side of the American Continent—are facts extremely favourable to the growth of a widely extended commerce. The opening of the Panama Canal, also, will have a marked influence, commercially, on the future of the North-West of America.

It is of importance to consider the position of the Province with regard to the advantages it affords for the construction of a trans-continental railway. The Canadian line, in the first place, passes over that portion of the Continent known as the "fertile belt," instead of arid or salt plains, not admitting either of cultivation or settlement. And, next, the highest pass through the Rocky Mountains, on the line of the Canadian Railway, is less than one-half that of the Union Pacific.

A comparison of profiles of altitudes of three trans-continental railway routes—the Union Pacific, with San Francisco as terminus; the Northern Pacific in United States territory, starting from Duluth at the head of Lake Superior; and the Canadian Pacific—shows commanding advantages in gradients in favour of the last-named. The following interesting and important general statements in this connection, are extracted from Mr. Fleming's report:—

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes as above given, illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dispute, that the Continent can be spanned by a much shorter line on Canadian soil than by the existing railways through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730, or 633 miles in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston, and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool to China, in direct distance, more than 1,000 miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China or the Pacific Coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U.S., writes:—"The trade-winds place Vancouver Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco,

viz., about 700 miles, is gained by the Canadian Pacific. These vessels, heightened by the Canadian Pacific, are a striking feature in the English, in

"The position of the coast as an index to the quality, cheapness, and extent of the California coast are for a time at New South depends mainly to be cheaply removed by the has the cheap of good quality too fast."

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