

and the facility with which it lends itself to settlement, that it may be reasonably expected to become the home of numbers of our surplus population, and, in a very short time, the backbone of the Canadian Pacific Railway.

From Winnipeg (fifteen years old), the largest town in the North West, to Calgary, lying under the lee of the Rocky Mountains, where it has had yet scarcely a three-years' existence, there are villages and towns springing up all along the line of 900 miles—Brandon, for example, which had no existence in 1881, has now a population of 3,000, and is a most important centre.

Winnipeg, the *point d'appui* of Lord Wolseley's Red River Expedition, contained, in 1871, but 350 inhabitants, and has now above 25,000. It is well laid out, with regular streets, in no case less than 66 feet wide. The main street is 132 feet in width, over two miles in length, paved with wood, and is fitted up with tramway and electric light. The town has the telephone, gas, water, sewers, handsome public and private buildings, a good club, university, churches, and last, but not least, enjoyable society. It is prepared for, and expects, a large increase as a centre on which will converge the traffic from British Columbia, on the West, from the United States on the South, and from the lines made, and to be made, for the more complete accommodation of the great North-West.

Winnipeg is, therefore, and is likely to remain, the capital and mart of the country comprised in the "railway belt," and beyond; and the only outlet from it to the east is the Canadian Pacific Railway, which is thus secured a heavy traffic.

One of the lines authorized is the Winnipeg and Hudson's Bay Railway, which runs north from Winnipeg to Port Nelson, on Hudson's Bay, and excites the keenest interest, not only in Manitoba, but throughout the North-West Territory, to the foot of the Rocky Mountains, and even southwards, in the States of Minnesota, Dakota, and Montana. It will serve the double purpose of assisting in the settlement of those regions, which are not yet within the influence of railways, and of providing a new outlet and a shorter route for the exchange of produce between Great Britain and North-West Canada. This is the old Hudson's Bay Trade route, which alone gives access to the north, while the Canadian Pacific Railway provides for the south of the fertile territory. This route it is now the earnest desire of the Manitobans to improve, by constructing the Hudson's Bay Railway to connect with the existing railways, and the great waterways of the country, and by substituting ocean steamships for sailing vessels.

The line, which has a total length of about 950 miles, has been authorized by the Canadian Parliament, and includes a branch of