

peditionously delivered from England or from the Halifax or Bermuda Dockyard on the Pacific coast.

But it may be asked, how can troops be moved by train for 3,000 miles or more without any break in a continuous journey of four or five days? In anticipation of carrying a large number of emigrants from Montreal to various points in the North-West, a distance of from 1,400 to 2,000 miles, the Canadian Pacific Railway has invented and supplied itself with a modification of the Pullman car system, applied to emigrant carriages, by which clean and comfortable slat beds are available for the use of passengers, who are thereby enabled to make a long continuous journey with a minimum of fatigue. These cars will each accommodate 46\* passengers, and they would, it is believed, exactly meet the requirements of the Transport Department.

Comparison with the route *via* New York and San Francisco has been omitted, because the latter is for Imperial purposes not available, but it may be briefly mentioned that the route from Liverpool *via* the Canadian Pacific to Yokohama is estimated to be 1,100 miles shorter than by the former route, and this represents an advantage of  $3\frac{1}{2}$  days in point of time.

As an alternative to the present route *via* San Francisco to Fiji, Australia and New Zealand, the Canadian line must not be altogether dismissed from consideration. The Californian port is, no doubt, considerably nearer to Sydney than the British Columbian railway terminus; but the greater speed at which the trans-continental journey will be made, owing to lighter grades and better construction of the Canadian line, and to the unique fact that the entire stretch from sea to sea is under the absolute control of one Company, will fully compensate for the extra length of the Pacific sea voyage.† The larger portion of the miscellaneous merchandise now sent from California to Australasia can be just as readily provided in Canada, while the staple cargo of outward-bound vessels to Australia (lumber) can be shipped at a far cheaper rate and of a better quality at Burrard Inlet than at San Francisco. For coaling purposes, the advantages for steamers of the former port can hardly be over-estimated.

This memorandum, indeed, would not be complete without some reference to the question of coal. The coal of Vancouver

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\* These cars will each accommodate 56 men.

† Through distances from London to all ports in Australia are shorter by the Canadian Pacific route.