

Regina, Dunmore, Moose Jaw, Lethbridge, Edmonton, Prince Albert and a long list of other towns show valuations ranging from 125,000 to 500,000 dollars (625,000 to 2,500,000 francs). While Kamloops, Yale, Port Moody, Nelson, and a dozen other towns in British Columbia swell the figures by millions.

Of the 58 chartered banks of Canada (making, with their several branches, 516 institutions) no less than 10 had branches in Winnipeg, 5 in Brandon, Calgary, Edmonton, Vancouver, New Westminster, and 2 in some 15 to 20 other points, apart from private banks. In Winnipeg it was found necessary in 1895 to establish a clearing house, making the fifth in Canada, its recorded transactions for the first half year amounted to 4,974,267 dollars (24,871,153 francs). It may be noted here that the transactions of the five clearing houses, Montreal, Toronto, Halifax, Hamilton, and Winnipeg, amounted for the year 1895 to 981,157,565 dollars (4,905,687,815 francs).

The total area surveyed by the Dominion Government for settlement in Manitoba, the Territories and British Columbia up to June 1894 aggregated 77,859,695 acres (51,498,922 hectares), which divided into farms of 160 acres (64,746 hectares) each would give an available total of 486,494 farms. Accommodation therefore for a vast additional population is amply provided for.

Along the main line of the Canadian Pacific from Ottawa to Vancouver, there are 206 stations, the centres of population they serve being, with but very few exceptions, due absolutely to the construction of the railway, and all, without exception, owing their development to its presence. At various points along the immense distance traversed, these have become the nuclei of various important mining, lumbering, manufacturing, and agricultural industries.

It must not of course be imagined, that any large proportion of these stations on the line are in themselves more than merely stopping places, accommodating out-lying farm or mining settlements, but at the same time in all the towns of larger extent, a high degree of modern comfort and convenience is attained. Electrical lighting and transport, good streets, large public buildings, water works, fine hotels, handsome well filled stores, and commodious private residences, churches, schools, and theatres, place these prairie and coast towns in a position of advancement undreamt of in cities of the older world with many times their population.

From several hundred returns procured from points west of Ottawa it is possible to state that leaving aside the towns existing before the advent of the Canadian Pacific Railway, and without including the value of the farming lands, the value of the property of the new towns along the line aggregates over one hundred million dollars (500 million francs). The value for purposes of taxation of property, which was unavailable and useless in 1880, and which has been made of value by the construction of the Canadian Pacific Railway is four times the amount of the expenditure by the country on account of that work.

Perhaps no more suggestive and conclusive statement can be put forward in evidence of the beneficial results of the railway policy of this country than the simple fact that today it is possible for any one to travel by rail the whole distance, 5,661 miles (5,892 kilometres), between Halifax, on the Atlantic, and Vancouver, on the Pacific coast, in  $5\frac{1}{4}$  days, at a cost, for fare, of 55.50 dollars (267.50 francs); while from Montreal, at the head of summer navigation, to Vancouver, the time occupied would be a little over 4 days, and the fare 42 dollars (210 francs). The time is the normal time taken, and implies a vast number of stoppages. It could, of course, be greatly reduced on an emergency. Contrast this with