

The progress of railway construction since the visit of His Excellency to the North-West may simply be described as wonderful, and without precedent. The track laying of the Canadian Pacific Railway has already reached Calgary at the base of the Rocky Mountains. Car loads of flour have, within a few days, been shipped from Winnipeg to that point. The track laying at times has proceeded at the hitherto unprecedented speed of four miles per day. It is understood that by the close of this year the Company will have built during the year, on the main line west, and in Ontario, 925 miles of road.

Two steel steamers, of superior capacity, have been constructed on the Clyde, and will be put on the route between Prince Arthur and Algoma Mills in the spring of 1884, thus giving direct communication with the North-West through Canadian territory, pending the completion of the railway north of Lake Superior. This part of the road is also being pushed forward with extraordinary energy.

The time of travel on the mixed route by the lakes will be : by rail from Montreal to Algoma Mills, 24 hours ; Algoma Mills to Prince Arthur by steamer, 30 hours, and Prince Arthur to Winnipeg, by rail, 20 hours ; in all, 74 hours from Montreal to Winnipeg—about 10 hours less time than by the present all rail route by Chicago and St. Paul.

It may also be mentioned that the General Manager of the Canadian Pacific Railway, Mr. Van Horne, has lately stated publicly that the entire line across the continent to the Pacific Ocean will be completed in 1885, an enterprise which a very few years ago was held impossible.

The *Regina Leader*, a newspaper published in one of the new towns in the North-West, contains, in a late issue, a letter from a correspondent at Medicine Hat—a point where the railway crosses the South Saskatchewan, and where a considerable town is expected to spring up—dated August 6th, which conveys the information that a “fine new steamer of the North-West Coal and Navigation Co., made a trial trip last week and is a model river boat, 173 feet long, and 30 feet wide. She carried up 80 tons of freight and returning brought back between 80 and 90 tons of coal,” making the trip from Medicine Hat to the mouth of the Bow River and return in two and a half days.

This coal is of a very superior kind, and, from the facility of mining and transportation, is expected to be afforded at very cheap rates along the line of the Canadian Pacific Railway.

The same correspondent notices another fact connected with the navigation of the South Saskatchewan ; that is, the arrival of a steamer from the North Saskatchewan, from a point a little above the forks. The navigation