

ADDENDA

A few of the advantages of the Winnipeg & North Pacific over other transcontinental roads as an investment.

Very low grades, making quicker time and less cost per mile running expenses.

Passing through a comparatively level country, the cost per mile for construction is much less.

A *rich farming*, mineral and timber country from end to end of the line, admitted by all to be the best wheat-growing district in North America. (See evidence given before Senate Committee, 1889.)

No arid plains or unfruitful section to be found along the whole line.

It is the only line that will tap the head waters of *all* the great rivers of the north at navigable points, and which will link them together in one commercial chain.

These great navigable rivers are the—

Saskatchewan	1,400	miles	navigable
Nelson.....	400	"	"
Athabasca... ..	600	"	"
Peace.....	600	"	"
Mackenzie.....	1,600	"	"

all of which will act as feeders to the railway, and together with the great Northern Lakes bring thousands of square miles of rich country tributary to the road.

It will be easily seen what an immense advantage it is to any road to have such an extensive territory, rich in all natural products, timber, minerals, furs, etc., stretching from end to end of its line.

Some reasons why the "New North-West" should be opened by building the proposed railway :—

1st. This railway running west and passing to the north of the Saskatchewan at an average distance of 250 miles from the Canadian Pacific Railway, would, along with the latter, enclose between them most of the Indian tribes, and by facilitating the movements of troops and police at any time, would have a more powerful moral effect in quieting any turbulent spirits than even a large standing army, and at the same time the feeling of security to settlers would be immensely increased.

2nd. The road would be the greatest colonization scheme proposed in the Dominion, as the country is scarcely as yet known except to the few who have been employed on Government explorations, and the difficulty of reaching its fertile plains is and will be so great that it must remain a fertile unhabited wilderness until means of entrance is afforded by a railway; and it is the intention of the directors of the railway to use every exertion to induce settlement year by year as the road is extended to the west.

3rd. Not only are vast mineral deposits of iron, coal, salt, petroleum, sulphur and gypsum known to exist at various points along the route, but in addition to all this, the greatest lumbering region in the western hemisphere will be skirted on its southern edge, and not only this, but as the line will cross near their upper reaches most of the great navigable rivers which traverse this vast lumbering and farming region, will at once bring it into practical use. I cannot, therefore, do better than quote a high American authority on this very subject, simply to show how closely our friends south of 45° study our resources, and how willingly they would scoop in not only our fisheries but also our forests into their net.