

This location, it is contended, will give a line suitable for military purposes, will pass through a country fit for settlement from Quebec to the Rocky Mountains, and will retain the traffic within the country, discharging it at Montreal and Quebec in summer, and at Halifax, St. John, and St. Andrew's in winter—thus uniting every Imperial and National requirement, and the elements to assure its future successful working.

Two parties are primarily interested in the building, and early completion, of the Canadian Pacific Railway—Canada and England.

The interests of Canada lie on this side of the Rocky Mountains, in the settlement of the fertile lands in the Prairie Region, computed as high as three hundred millions of acres. The Eastern Provinces are interested in the colonization of these lands as the bankers, manufacturers, and carriers of the millions who will find happy homes in this favored country; therefore will they support railway construction, on a proper location and on a sound financial basis, through the Prairie Region. But Canada has no such immediate interests in construction through British Columbia. It is evident to-day, that this Province will never develop any very great breadth of population and produce in consequence of the very limited areas of land suitable for cultivation. That there may be valuable minerals we will not deny. But, whether or not, whatever may be the yield of produce—from the forest, field and sea—this produce never can, nor never will, surmount the formidable barrier of the Rocky Mountains to travel over three thousand miles Eastward to find, through our Atlantic ports, an outlet to Europe—it will make its way direct by the Pacific, or more likely to San Francisco, the great American Pacific port. Why, therefore, should the people of Ontario, Quebec and the Maritime Provinces be called

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