

of expense, with the additional superiority preserved in the commodity—the Canadian ocean and land line may yet carry all the importations of tea for the United States and America as well as for Great Britain and Europe.

While treating of the probable through international traffic over the Canadian route, I would by no means undervalue the great local traffic which its opening will necessarily and naturally create. To say nothing of the vast agricultural products, lumber, coal, and other minerals, the, as yet, almost unavailed wealth with which the waters of the Canadian Pacific coast now teem—a wealth not generally known—will add a source of riches in their fisheries as great, if not greater, than that which the Dominion now possesses on her Atlantic shores. The inlets of the Pacific coast of British Columbia abound with salmon, cod of several species, anchovy, sardines, dog-fish, sturgeon, that sometimes weigh 1,000 pounds, herring, whiting, trout, oysters, clams and halibut. Whales are plentiful off the coast, and on the islands that fringe it fur seals are found in abundance.

I have stated that the port for the Atlantic terminus of the Canadian Pacific Railway has not yet been publicly announced. And I may add that, although its present arrangements with the Intercolonial Railway, from Quebec to Halifax, connect it with the Atlantic at that port, its own shorter and more direct line from Montreal to such seaboard is not yet completed. When finished, as it soon will be, the distance between the two oceans by rail will be very considerably diminished. The great project now in hand by the Canadian Pacific Railway is the new gigantic railway bridge, across the St. Lawrence, which the company are building at Lachine—a work of

equal magnitude with the Victoria bridge, of the Grand Trunk Railway, at Montreal. It is expected that the entire work will be completed in the spring of 1887.

It is stated that the bridge proper will be composed of three 80-foot deck-plate girders, eight spans of 243 feet each, two flanking spans of 279 feet each, four channel spans of 408 feet each, making the total length of the river portion of the bridge 3,550 feet. The steel for the superstructure is being imported from Scotland, and the bridge, when completed, will be one of the finest in the world. The trains of the Canadian Pacific will pass over it to the seaboard, and its traffic thus be rendered independent of the Grand Trunk.

There is a very general belief, especially in that city itself, that Halifax, Nova Scotia, will become the Atlantic terminus of this gigantic railway. But the tendency of the age is to select the nearest available points in all rail or steamship connections. For this ostensible reason, at least, the Canadian Government is pushing on its Intercolonial Railway to Louisburgh, in the Island of Cape Breton. To reach it however, a very wide and dangerous strait of the sea, from currents and ice in winter, has to be crossed by ferry—for the expense of a bridge would be as colossal as the structure itself—and even when reached, Louisburgh, as a winter port, is for many weeks (sometimes months) of that season closed to navigation by fields of packed and drift ice extending for miles around the entrance to its harbour, which itself is often solidly frozen up.

On the north-easterly point of Nova Scotia there is, however, a harbour as if created by Nature herself especially for this purpose, which is the nearest available port on the continent of America to that of Europe. It is the harbour of Whitehaven, pro-