

*Local Traffic.*—The production of oats, barley, hay, potatoes and other farm produce is already large and yearly increasing. Prosperous settlements extend along the route to Fairford and beyond, offering a lucrative local traffic in these products as soon as the railway is completed to that point. No part of the North-west offers as many advantages for mixed farming, or will be so speedily and generally developed, as that lying along the line of railway from Winnipeg to the crossing of the Saskatchewan river.

*United States Tribute.*—From their geographical position, Minnesota, Dakota, Wyoming, Montana, and other western territories of the United States will necessarily be tributary to this route, as it will offer them the same advantages and to the like extent as to the Canadian possessions. The farmers and cattle-men of those districts recognize this, and are anxious for the completion of the railway.

*Red River Valley.*—Upwards of 20,000,000 bushels of wheat are produced annually in the Red River Valley of Minnesota and Dakota, over 80 per cent of which is exported. Much of the land in this valley is yet unoccupied. The Red River flows northward towards Hudson Bay, and is navigated by the largest river steamers from Winnipeg to Fargo, on the Northern Pacific Railway, a distance of 580 miles. Nearly the whole of this surplus wheat would seek the new route as the shortest and cheapest, the saving in carriage representing the increase in price to the producer, as well as operating as a stimulus to increased production.

*United States Ranches.*—The cattle ranches of Montana and Wyoming will also supply traffic for this route. This trade is now being done over the Canadian Pacific and Northern Pacific Railways, the cattle being consigned to Chicago, New York, and Montreal. Owing to the advantages in time and distance, and the greater healthfulness of the northern route, it is quite certain that a large proportion of this trade will be diverted to the new line.

*Wheat Product.*—Competent and entirely reliable authorities estimate that the wheat surplus for export from the regions tributary to the Hudson Bay Railway will, within five years of its completion, reach the enormous total of from six to eight millions of quarters. The proportion of this traffic which will seek its outlet by the new route will be large enough in itself to tax the resources of any one line to