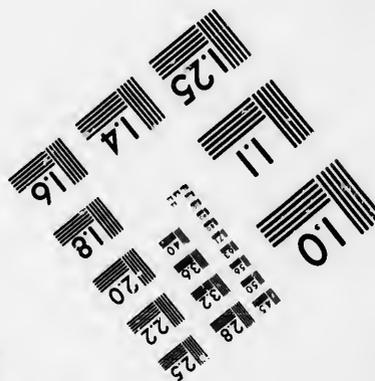
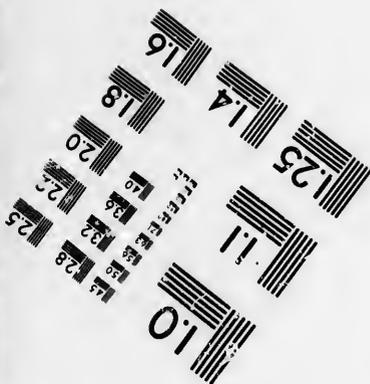
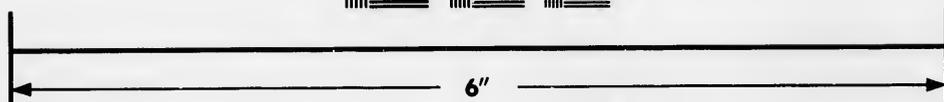
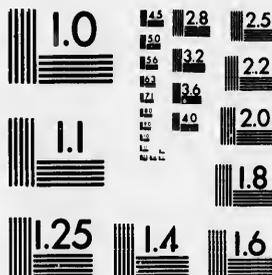


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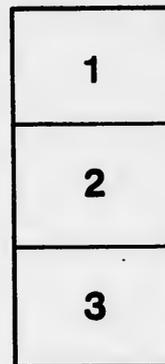
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# THE ROUTE OF THE CANADA

Translated from "L'E NEGOCIANT"

## NO. 1.

In several of our late numbers we have glanced briefly at the vast natural advantages possessed by Canada, for transporting by water the vast trade between the Eastern and Western United States, and of Eastern and Western Canada. Few need be informed of our great chain of inland waters, stretching, with a few interruptions, from the Atlantic to the Rocky Mountains, which must perform a most important part in the transmission of the products of the interior, and in facilitating commercial exchanges. It is only by means of the cheap navigation of the great lakes and rivers, that the heavy and bulky products of the western regions, whether in the United States or on the Saskatchewan, can be delivered at our ocean ports, at a cost that will insure a reasonable return to the producer.

No subject can be more important than this to the statesmen of Canada. *Unless transport can be reduced far below what it is now, all those fertile lands so distant as those on the Saskatchewan and Red River, as well as the adjacent lakes, cannot be made profitable to the farmer nor attractive for settlement.* We see a proof of this in the business this season of the Western United States. The abundance of the Indian corn crop in Iowa, and adjoining States, has so increased the rate of freight at Chicago to Buffalo, that while the price ruled at 65 cts in New York and Boston, the price at Chicago went down as low as 31 cts per 56 lbs. When, therefore, the farmers of Iowa, Nebraska, &c., have to pay from 16 to 18 cts. for transport by railway to Chicago, he has only from 12 to 14 cts left for raising a bushel of corn. In other words, he has to sell five bushels, to get the price of one bushel in New York. It may be contended that this is an exceptional year, but on the other hand it must be borne in mind that there is not now over ten per cent. of the area of such States as Illinois, Iowa, Minnesota, Nebraska, &c., yet settled, and when it is also considered that the shipments of grain from Chicago in 1838 only amounted to seventy-eight bushels, and that in 1871, or in 33 years, the shipments were over one hundred million of bushels, it must be evident to every one, that this matter of cheapening transport and increasing the facilities of commerce, is the great subject of the day. Unless this is done the farmers on the Western prairies cannot make it profitable to purchase lumber at high prices for fencing and building, and for the necessities of life, by raising corn at 14 cents per bushel. We make these remarks to show, how important it is in the interests of the Dominion to enhance, by every possible means, the great advantages we possess in the route of the St. Lawrence for securing, not only the carrying trade of these Western United States, but also to give a value to that vast area of land in British territory situated between the head of Lake

pointed out the importance of opening up the interior of British America by a highway from ocean to ocean.

The prosecution of such a gigantic work, and the best means and route for doing so, deserves the most serious and calm consideration. A railway such as this between Canada and the Pacific, if completed at the earliest possible period will absorb an enormous amount of capital, and if completed at the earliest possible period, or within ten years, as provided for, under the agreement between the Government of the Dominion, and British Columbia, the line for many years, thereafter cannot possibly be self-sustaining. Experience has shewn that the "local" or "way traffic" is that upon which the line must mainly depend for a revenue. The local traffic of a new territory, can only be developed by labour, and inhabitants, but until this is done, it is folly to expect sufficient traffic, and without sufficient traffic, the railway cannot maintain itself.

The route of the Intercolonial Railway from Quebec to Halifax was decided on, by military considerations. The commercial aspect of the question was not considered. Every offer of aid by the Imperial Government of England, was made contingent upon its passing "through British territory from Halifax to Quebec, and upon that line recommended by Major Robinson" (the line now under construction). The late Earl of Elgin and his Government in 1852 pointed out a different and shorter route from Riviere du Loup to St. Johns, but aid was refused for this line, and the despatch from the British Government, in reply, insisted on Major Robinson's line and it was said in reference thereto, "that both by its distance from the American frontier, and its proximity to the sea, it would be peculiarly available for military purposes." In 1852, Lord Russell said, "this railway was an object of primary importance to the interests, and to the imperial power of this country on the continent of America." This Intercolonial Railway will probably not be completed during the next three years. The line from Riviere du Loup is now being constructed by a private company, and which will be 130 miles shorter to Halifax from Quebec, than by Major Robinson's; while there is another route from Quebec through Megantic, which will be 200 miles shorter, and from Montreal to Halifax, by a route through Maine, the distance will be lessened some 250 miles.

Since 1852 the colonial policy of the Empire has been greatly changed. The forts of Quebec, Isle aux Noix, and Henry, opposite Kingston, have been dismantled, the British troops have all been withdrawn, except one regiment at Halifax, and the Dominion, with its four million of inhabitants, are now required to fight their own battles. We make this remark because the Intercolonial Railway as surveyed and located for military and not

developed, and its benefits and advantages from a complete commerce, which any unnatural barrier there is evident in the United States, a course of action has done away with the agreements between the United States and the British Empire, surely it is of the best interests of the most kindly interest in the United States feeling but that great highway Minnesota, Wisconsin, as well as from the Pacific. We all by American vessels as we ourselves the same on the give the same the same over not we avail of their railways must port to us.

Suppose such with the United States best means to connection with Columbia, and port from the Pacific Saskatchewan, &c.

The distance Montreal to New via Pembroke, or Nipissing, north the southern of Garry, would in miles. The estimated at \$1 was completed, tinuous railway to the Pacific on have no connection railways on the nor of those to it to the north pass through a line of route the of Duluth. Montreal to Fort Garry 1200 miles, the of grain at the per mile would westerly point miles from Montreal be 72 cts of freight (and port by railway less) there would farmers to occur such a distance. cheaper means from these distant

# CANADA PACIFIC RAILROAD.

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developed, independently of the mutual benefits and assistance which would result from a complete system of reciprocity of commerce, which would give neither party any unnatural advantage. On this point there is evidently a growing opinion in the United States, as to the advantages of such a course of action. The Washington Treaty has done away with all possible disagreements between England and America, and surely it is of the highest importance for the best interests of the Dominion to cherish the most kindly intercourse with our neighbours in the United States, and to lay aside every feeling but that of rendering Canada the great highway from Northern Michigan, Minnesota, Wisconsin, Iowa, Nebraska, &c., as well as from our own Northwest and the Pacific. We allow our canals to be navigated by American vessels at the same rate of toll as we ourselves pay, and they allow us to do the same on their canals. Why then, not give the same freedom and security to do the same over our railways, and why should not we avail ourselves of any advantages their railways may have in cheapening transport to us.

Suppose such a result secured by treaty with the United States, then what are the best means to be adopted to secure a connection with the Pacific Ocean in British Columbia, and in reducing the cost of transport from the Pacific, and the valleys of the Saskatchewan, Red River, Lake Winnipeg, &c.

The distance by the proposed route from Montreal to New Westminster, on the Pacific, via Pembroke, on the Ottawa, north of Lake Nippising, north of Lake Superior, touching the southern end of Lac Seul, and Fort Garry, would in round numbers be about 2600 miles. The estimated cost of this road is estimated at \$100,000,000. If such a road was completed, there would then be a continuous railway from Montreal and Quebec to the Pacific on British territory. It would have no connection with the United States railways on the south side of Lake Superior, nor of those to the south-west. In placing it to the north of Lake Superior, it would pass through a country uninhabited, and its line of route there would be 400 miles north of Duluth. Taking the distance from Montreal to Fort Garry by this northern route at 1200 miles, the cost of transporting a bushel of grain at the low rates of 1½ cents per ton per mile would be 55 cents. Or take a more westerly point on the Saskatchewan, 1690 miles from Montreal, the cost of transport would be 72 cts per bush. With such a rate of freight (and those who understand transport by railway will admit it could not be less) there would be no inducement for farmers to occupy lands, however rich, at such a distance. It is because we believe a cheaper means of transport can be obtained from these distant regions to a market for

south side of Superior. Some part of this line of railway on the South is already constructed and the whole would at once be built by the States named, if such a policy as we now suggest, was adopted. These roads now connect at Duluth, and Duluth is connected with Pembina, 65 miles from Fort Garry.

Look at the result of following this route to connect with Fort Garry. By going north of Lake Superior and Lake Nippising, as is proposed, the distance from the point where that route would diverge from the line going to Sault St. Marie, until you reach Fort Garry—would be 1,090 miles, while from the same point to Sault St. Marie, would be 200 miles. The road from Pembina to Fort Garry of 65 miles should at once be constructed, which would make in all 265 miles to reach Fort Garry by the Sault St. Marie route, against 1,000 miles by the north shore, or a saving in construction of \$40,000,000—besides the annual expense of working a road through a country where at present there is scarcely a white man, and in a climate 400 miles north of Duluth.

Under our view of the matter in question, it is evident that the best point to begin the Pacific Railway is at Pembina. Let this be done at once, and then continue the railway from Fort Garry, in British Territory, to the Pacific, on the route which will best conserve the interests of the Dominion.

We would not of course expect that such a line of propellers as we suggest, could be put on the route referred to, without a subsidy from government. The vessels should be first class in every particular, built of iron, of at least 1500 tons, with all modern improvements, and adapted to carry tourists as well as emigrants. If such a line of vessels was established, they would have freight both up and down, for the lumber around the Ottawa region would be carried in them to the prairie regions of the West, and give a far larger return to the owners in Canada than by shipping it to the East. This up freight would also tend to cheapen the down freight, and this subsidy would only be necessary for a few years, as the line would soon be profitable; nor would we object that a share of it should be given for similar vessels trading to Collingwood in connection with the Grand Trunk Railway. It might also be well that Government should aid in establishing steamers on the Saskatchewan whenever, required. The expense of such a subsidy would be a mere trifle compared with the interest of \$40,000,000 at 6 per cent, or for \$2,700,000 annually.

A decision to change the route of the Pacific Railway from the north to the south side of Lake Superior would at once secure the construction of that part of it on the American side from Sault Ste. Marie; and while the distance by such route would be less by

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Government should aid in establishing

done the farmers on the Western prairies cannot make it profitable to purchase lumber at high prices for fencing and building, and for the necessaries of life, by raising corn at 14 cents per bushel. We make these remarks to show, how important it is in the interests of the Dominion to enhance, by every possible means, the great advantages we possess in the route of the St. Lawrence for securing, not only the carrying trade of these Western United States, but also to give a value to that vast area of land in British territory, situated between the head of Lake Superior and the Rocky Mountains. It is true that this distant country has navigable rivers such as the Saskatchewan, and with improvement can be made navigable into Lake Superior and transport reduced to its lowest possible point. This must however, be a work of time, and in many places, the railway must take the place of the canal to connect points of natural navigation. These improvements of the water communications will not interfere with, but will constitute important auxiliaries to the great system of railway intercommunication, which is spreading its iron arms over every portion of our country. As beneficial and useful however, as is the latter, it cannot supply the place of navigation for long distances, where time is not an important element, and where cheapness of transit is a ruling consideration.

Such improvements either by canal or railway cannot be accomplished by individual or even municipal agency, and as their object is to promote in the best, the most just, and the most beneficent manner the great general welfare for the best good of all, they should receive such support and aid of the General Government, as is necessary for their accomplishment.

These remarks lead us to the consideration of the Act passed during last Session of Parliament, for the construction of a railway to connect the Pacific Ocean in British Columbia, with the St. Lawrence at Montreal and Quebec, through British territory.

This subject has engaged the attention of men interested in Canada for a great length of time, as far back as 1679, Cavalier de Salc, formed to himself the magnificent project of opening a way to Japan and China through the lake regions of Canada; and the rapids and village of Lachine took their names from this enterprise, either in ridicule or in derision. The Marquis of Beauharnois, Governor of New France, made an attempt to communicate with the Pacific, and Pierre Gauthier de Varennes set out in 1731, and was the first to reach the Rocky Mountains.

Of late years the project has been brought prominently before the public, both in England and in Canada. Lt. Syngc, R. E., in 1848, wrote about it. In 1849, Major Smyth and Mr. Wilson of the Hudson Bay gave it attention, and Allan McDowell, Esq., in 1850. In 1854 the Honourable John Young brought the subject before Parliament by memorial, pointing out its advantages and necessity, and Captain Blakiston, R. A., in 1859, again

in 1859, by a route through Maine, the distance will be lessened some 250 miles.

Since 1852 the colonial policy of the Empire has been greatly changed. The forts of Quebec, Isle aux Noix, and Henry, opposite Kingston, have been dismantled, the British troops have all been withdrawn, except one regiment at Halifax, and the Dominion, with its four million of inhabitants, are now required to fight their own battles. We make this remark because the Intercolonial Railway as surveyed and located for military, and not for commercial reasons, may fail in local or way traffic to give a revenue for its working when completed, for the business of the country, from Montreal and Quebec, will necessarily pass over the shorter route. Part of the interest on its cost and the expense of its working will have to be borne by the people, and will no doubt be a heavy annual tax. We have made these remarks for the purpose of pointing out what we think will be a fatal error to construct the Pacific Railway on the north side of Lake Superior, and that it is a commercial necessity for it to pass and connect in the meantime with the net work of American railways on the south side of Lake Superior. We must, however, defer the further consideration of what we deem this important subject, till our next issue.

## No. 2.

In our last issue we gave some reasons why the proposed railway to the Pacific should connect with the American roads on the south side of Lake Superior, and that the location of the road should be governed by commercial considerations, and not, as was the case of the Intercolonial Railway for no other reason than that its route was the furthest removed from the American frontier. We believe that military men most capable of judging now declare that its location as a military defense is of very little value, nor is the safety of Canada from any attack by the United States dependent either on the Intercolonial Railway, or on the proposed construction of the Pacific Railway on the north side of Lake Superior.

We are no longer a set of disconnected Provinces, but have become almost a unit, and with the exception of Newfoundland, and Prince Edward Island, have free commercial intercourse with each other. With one general government, we have added greatly to our financial, military, political and substantial power and prosperity. With our four millions of people we are more numerous now than the United States were after their revolution had terminated. Our territory is capable of supporting in comfort and affluence a population twice as large as now exists in any European nation, but owing to our geographical position, the interests of the people of the United States, like their territory, are inextricably wedded to our own, and the natural advantages of neither country, can be adequately

1200 miles, the cost of grain at the lower westerly point of Montreal would be 2 cts of freight (and the cost by railway less) there would be such a distance. cheaper means of transport from these distant points to place our view

McAlpine and have calculated on lakes, in saw mills per ton per mile. Suppose the proposed Pacific Lake Superior was done, and that the distance from Lake Superior to Duluth, Georgian Bay, is 1500 tons burthen per miller of 1500 to 60,000 bushels of grain or Chicago, could be built, and that would be reduced to 350 miles. At named, a bushel distance at 12c, to Freuch River Bay, at 4c, and point to Montreal, the cost of the route would be instead of 55 cts on the north side.

It must be borne in mind that navigation from the head of Lake Superior or from any other point of Georgian Bay, of utilising the route what then should be from Quebec to Montreal is now under the company, aided by the Public Lands to treat to Pembroke the Sault Ste. Marie, the most convenient steam propeller bridge to connect St. Marie there, Wisconsin

of grain at the low rates of 1 1/2 cents per ton per mile would be 55 cents. Or take a more westerly point on the Saskatchewan, 1600 miles from Montreal, the cost of transport would be 72 cts per bush. With such a rate of freight (and those who understand transport by railway will admit it could not be less) there would be no inducement for farmers to occupy lands, however rich, at such a distance. It is because we believe a cheaper means of transport can be obtained from these distant regions to a market for their surplus products, that has induced us to place our views before the public.

McAlpine and other eminent engineers have calculated that freight can be carried on lakes, in sail vessels of 400 tons, at 2 mills per ton per mile, and by steamers at 3 mills. Suppose the idea of constructing the proposed Pacific Railway on the north of Lake Superior was, for the present abandoned, and that the parallel water navigation on Lake Superior and the Georgian Bay was utilised, by placing on it propellers of 1500 tons burthen, what would be the result? The distance from the head of Lake Superior at Duluth, to the eastern end of Georgian Bay, is over 650 miles. If a propeller of 1500 tons, which could carry about 60,000 bushels of grain, loading at Duluth, or Chicago, could proceed to a good harbour on Georgian Bay, say at French river, the outlet of Lake Nipissing, and if at that or at some other point sufficient elevators were built, and that was also connected by rail with Montreal and Quebec, transport would thereby be reduced to its lowest possible rate. The distance from Fort Garry to Duluth is 350 miles. At the rate of freight above named, a bushel of grain could be carried this distance at 12c, by the steamer from Duluth to French River, or at some point on Georgian Bay, at 4c, and, as the distance from this point to Montreal, by rail, would only be 320 miles, the cost of transport on this part of the route would be 120 cents, or in all, from Fort Garry to Montreal, 28 cents per bushel, instead of 55 cents by the proposed railway on the north side of Lake Superior.

It must be borne in mind that there is no obstruction whatever at this moment to the navigation from the head of Superior, or from the head of Lake Michigan at Chicago, or from any other port on these lakes to the foot of Georgian Bay. If, therefore, this idea of utilising the water route was adopted, what then should be the policy? A railway from Quebec to Montreal on the North Shore is now under construction by a private company, aided by a grant of the Public Lands. Another company has a grant of Public Lands to build a railway from Montreal to Pembroke, on the Ottawa. From Pembroke the road should at once be built to the Sault Ste. Marie, with a branch at the most convenient point to connect with the steam propellers on Georgian Bay. At Sault Ste. Marie there should be an International bridge to connect with the railways in Michigan, Wisconsin, and Minnesota, on the

Government should aid in establishing steamers on the Saskatchewan whenever, required. The expense of such a subsidy would be a mere trifle compared with the interest of \$40,000,000 at 6 per cent, or for \$2,000,000 annually.

A decision to change the route of the Pacific Railway from the north to the south side of Lake Superior would at once secure the construction of that part of it on the American side from Sault Ste. Marie; and while the distance by such route would be less by Duluth to Montreal and Quebec by 50 miles, it would also be shorter to New York, Boston, Portland, &c. It would also be best adapted for passenger and valuable freight and mails between Columbia, China, Japan and England, while at the same time, its combination with the water route would prove the best for all kinds of bulky freight.

Under such an arrangement, an enormous amount of capital could be saved to the country, while it could not fail to be satisfactory to the people of British Columbia, under our agreement with them. It would give us time to ascertain whether we cannot secure a continuous water communication from the Saskatchewan, Lake Winnipeg, Rainy Lake, &c., to Lake Superior, and if so, the question of continuing that water communication from Georgian Bay, down the Ottawa to Montreal, would have an increased importance. Nor are we willing to admit, that at some time distant, it may not be necessary to construct a railway, on the north side of Lake Superior, to connect with the Pacific and even to Hudson Bay; but to do so now, and for no better reason, than that it must be on British territory, and on a line as far as possible from our American neighbours, seem to us to be not a little absurd. On the contrary, we are desirous of cultivating in every possible way friendship with the Americans, and acting towards them as neighbours in the kindest spirit. We can see no cause of quarrel between us and them. The trade of the Lakes is now of immense value. What it will be in half a century, it is impossible to foretell. Our contest for that trade, and who can build up on this continent the best educated, and the happiest people, ought to be the only rivalry between us. This stake for which we are contending is one of immense magnitude. We have no fear for America politically, nor is it by surrounding ourselves with the pomp and panoply of war, that we can best maintain our position, but rather by the steady promotion, and encouragement of industry. With our vast territory, and advantages for turning our resources to account, is it possible for any one to doubt the benefit which a free commercial intercourse with the United States would give; and the impulse which would thereby be communicated to Canadian industry, and to the progress of Canada in wealth and population, while peace between the two peoples would effectually be secured, by the bonds of mutual interest in the navigation and commerce of both countries.

