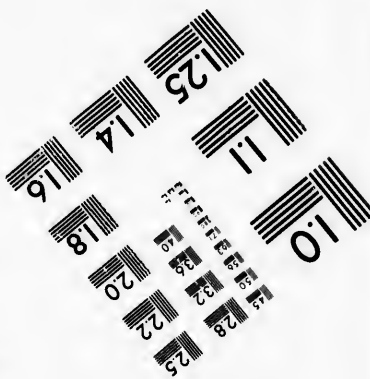
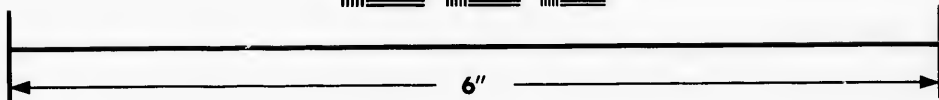
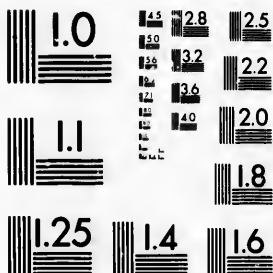


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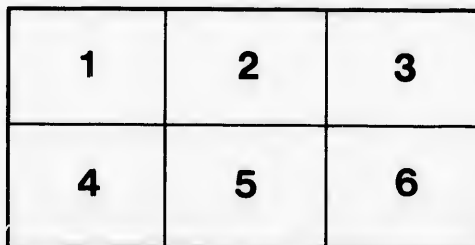
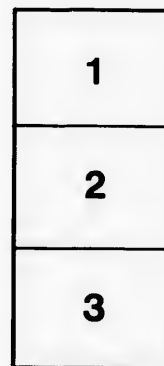
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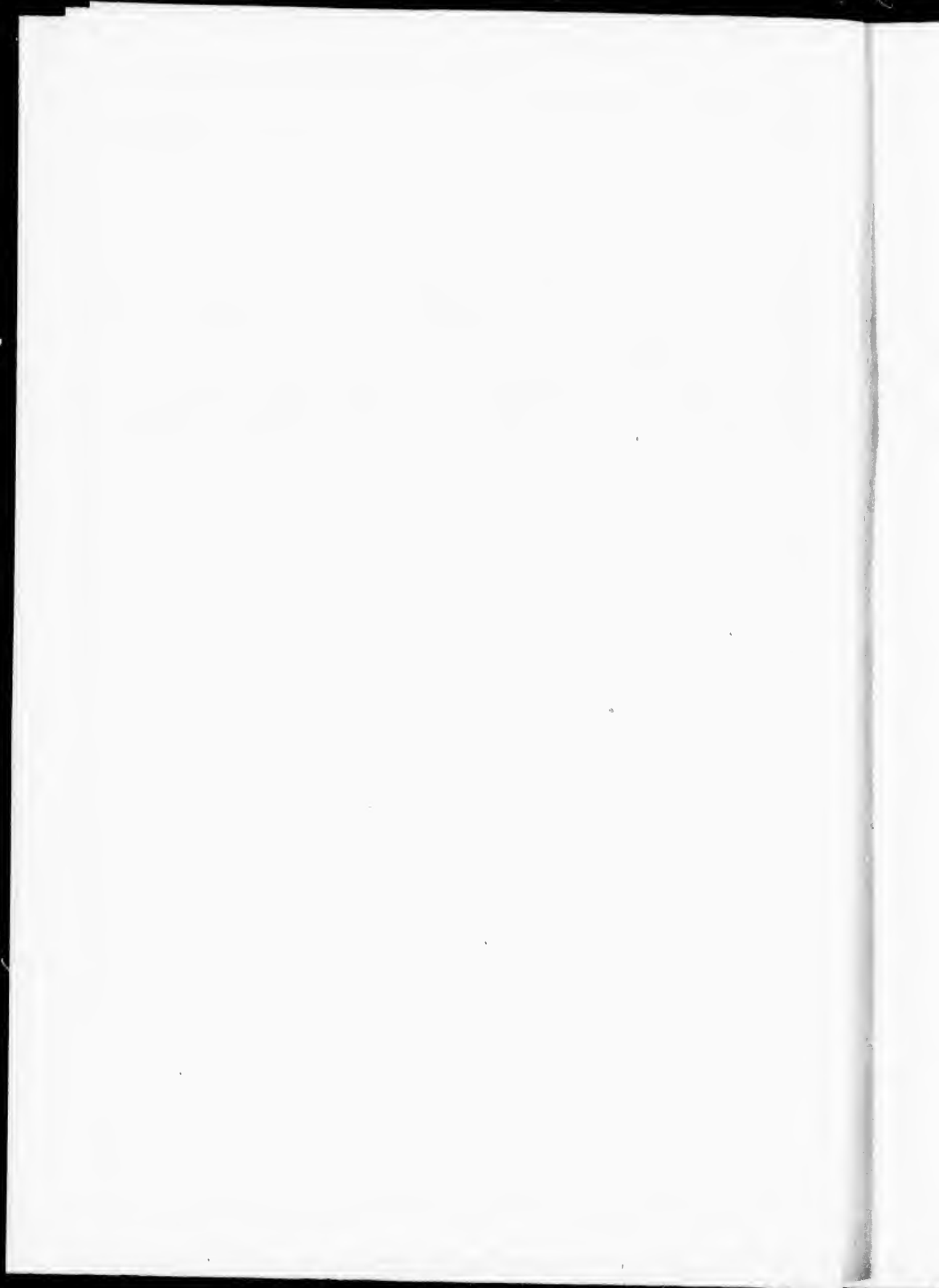
TRANSLATION OF A LETTER

FROM

MR. G. W. VIS TO MESSRS. ADOLPH BOISSEVAIN AND CO.

AND

H. ÖYENS AND SONS, AMSTERDAM.



TRANSLATION OF A LETTER

FROM

MR. C. W. VIS TO MESSRS. ADOLPH BOISSEVAIN & Co.

AND

H. OYENS & SONS, AMSTERDAM.

AMSTERDAM, *October 10th*, 1883.

GENTLEMEN,

At your request I visited Canada during the months of July, August, and part of September in this year, for the purpose of making a personal examination into the present condition and future prospects of the Canadian Pacific Railway, and now beg to report the result of my investigations.

Making Winnipeg, the capital of the province of Manitoba, my starting-point, I first proceeded on a tour of inspection along the south-western branch of the Canadian Pacific Railway for 42 miles, to Morris, a thriving town with a population of about 2,000. Travelling further and passing the villages of Minnewashta, Nelsonville, and New Haven, I came, at a distance of 100 miles from Winnipeg, to Manitoba City, which has a population of about 500 and is the present terminus of this branch.

In order to form a correct idea of the social condition of



those farmers settled at some distance from the railway, I left the line at Manitoba City and made my way by means of a horse and light waggon for 110 miles as far as Souris River, visiting among other places on the way Silver Spring, Pilot Mound, Crystal City, and Clearwater, each with a population of from 500 to 1,000. I also passed a number of small villages, such as Marringhurst, Swan Lake, Glenora, and Deloraine, at short distances from one another. This district, comprising the southern part of the province of Manitoba, is upon the whole very favourably situated. The land is with few exceptions of an excellent quality, and is peculiarly adapted in every way to agriculture and cattle-raising. The settlers are mainly of English, Scotch, and Canadian nationality, and being thrifty and energetic they are now in a prosperous condition. I was particularly struck in travelling over this part of the country with the many small lakes and rivers and the abundance of good fresh water, a most important feature in a new country such as Manitoba, and one in which some of the United States to the south—Kansas, Nebraska, and Dakota, for instance—are in parts much deficient. Those farms situated at no greater distance than 40 miles from the railway were, I found, in the most flourishing state. Farmers, however, who are settled further from the railway have naturally considerable trouble in forwarding their grain to the markets, and for this reason an early extension of the South-Western Branch is anxiously looked forward to in the more remote parts.

The crops chiefly raised in Southern Manitoba are wheat, rye, oats, barley, peas, and beans. Maize (Indian corn) is but little grown, and the climate does not appear particularly adapted to that kind of grain. Potatoes and all classes of vegetables grow in great abundance, and surpass in size and quality anything I have seen in the United States. One acre of land yields from 300 to 320 bushels of potatoes;

turnips frequently weigh 25 lb. each; cauliflowers and white and red cabbages from 15 to 20 lb. each, and carrots 10 lb. each. Though few experiments have as yet been made in the cultivation of fruit trees, it is an ascertained fact that apple-trees can be raised with a great deal of success. So many objections have been raised against Manitoba on account of the alleged severity of the climate, that it was with surprise I saw in the garden of the Hon. Donald A. Smith, at Winnipeg, a vineyard of three years' growth in the open air actually overlaid with grapes. Mr. J. H. McTavish, the Land Commissioner of the Canadian Pacific Railway, when pointing out this remarkable growth, assured me that the grapes in this very vineyard had in the previous year ripened in the latter part of September. Melons, currants, strawberries, and raspberries were to be found in great quantities; peas, French beans, and kidney beans—in fact, all the garden produce so highly prized in our own fertile Holland were to be seen all around. I enter into these details because of the erroneous statements that have been made from time to time about Manitoba. Those who have themselves seen the province cannot but be convinced that it is a remarkably fertile region.

Cattle-raising has not up to the present been carried on to any great extent in Southern Manitoba. This is mainly attributable rather to the fact that many of the farmers do not as yet possess the capital necessary to this branch of agriculture, than to any want of adaptability in the land. Wherever I did see cattle they were in a most thriving condition; and there cannot be the slightest doubt that in a few years the stock of cattle in Manitoba and the Canadian North-West will rank highly both as regards numbers and breed.

On my second journey through the province of Manitoba I again made Winnipeg my starting-point, and proceeded for 56 miles along the main line of the Canadian Pacific

Railway to Portage la Prairie, and thence for 76 miles to Brandon. These towns have each a population of about 4,000, and appear to be making rapid and solid progress in every way. Leaving the railway at Brandon, and having resort to the primitive buckboard attached to a good horse, I travelled in a south-westerly direction for 150 miles along the western bank of the Souris river. The observations made in this district led, generally speaking, to the same favourable impressions as those formed in Southern Manitoba.

My next trip was from Virden, 180 miles west of Winnipeg in a southerly direction, to Pipestone Creek, a very fertile region in which a great many Scotch farmers have settled during the past year. Returning, I proceeded in a northerly direction to a point about 25 miles north of the Qu'Appelle river, traversing in particular the north-western part of the province. These districts were, I found, more thinly populated than those to the south, though the land is in all respects of excellent quality, and especially adapted to general farming and cattle-rearing. Small rivers are found here and there, and woods supply winter fuel.

This completing my inspection of the province of Manitoba, I went westward along the main line of the Canadian Pacific Railway to Regina, situated at a distance of 356 miles from Winnipeg, and thence for 42 miles to Moose Jaw. Each of these towns has a population of from 1,000 to 2,000. In the early summer shortly preceding my visit much drought had prevailed in this district, and the outstanding crops did not present as promising an appearance as other parts of the country, though sufficient rain fell while I was in the neighbourhood to insure a moderate harvest. Travelling westward from Moose Jaw, I passed, among other places, Swift Current; and, staying a day at Medicine Hat, which has a population of about 1,000 inhabitants, I continued my journey to the vicinity of Calgary, 841 miles west of Winnipeg. Calgary

was, at the time of my visit, the farthest point to which the railway was completed and had about 500 inhabitants.

The soil between Moose Jaw and Calgary I found to be a mixture of clay and sand, and the district is, I believe, at present too subject to drought to be as well-fitted for grain and root culture as the more easterly sections of the country. Settlers in these parts must for the present content themselves chiefly with the raising of cattle and sheep. Nevertheless, the experience of the Western States of America—such as Kansas, Nebraska, Dakota, and others—proves beyond a doubt that, with increase in population and in the extent of land under cultivation and a systematic planting of trees, the fall of rain grows in volume; and from this fact it is reasonable to conclude that in a few years the climate of the Canadian North-West will become modified, and the land equally as productive as that lying in a more easterly direction.

The development of cattle-raising in these parts will lead to a more or less considerable traffic in the transport of live stock, and when it is remembered that the tracts of unquestionably fertile land along the railway extend to a point at least 150 miles beyond the fertile lands along the lines of the Northern Pacific, Union Pacific, and Kansas Pacific Railways, it must be allowed that in the matter of its land grant the Canadian Pacific Railway Company has every reason to be satisfied.\*

#### CLIMATE.

The climate of Manitoba and the Canadian North-West has been from time to time the subject of many contradictory reports, and bearing this in mind, I made every endeavour to gather such information as would enable me to give the real facts of the case.

\* NOTE BY THE TRANSLATOR.—It must also be borne in mind that the Company by its charter is entitled to reject all land tendered by Government that is not fairly fit for settlement.

Official statements published by the Canadian Government show the monthly indications of the thermometer during 1880, 1881, and 1882, to be as follows in degrees Fahrenheit :—

Month.	Lowest	Highest.	Average.
January . . . . .	—36	27	3
February . . . . .	—33	36	3
March . . . . .	—29	38	9
April . . . . .	1	64	30
May . . . . .	25	83	51
June . . . . .	38	91	63
July . . . . .	41	95	66
August . . . . .	40	92	65
September . . . . .	26	81	51
October . . . . .	8	72	40
November . . . . .	—28	43	14
December . . . . .	—34	39	0.6

These figures show that in winter the thermometer does at times indicate a very low temperature, but it would be altogether incorrect to form a judgment as to the severity of the climate from these indications alone. The air is in general pure and dry, and the cold is on this account much less felt than in countries where the atmosphere is humid and laden with moisture. I spent the whole of December and part of January in Manitoba last year, and I am convinced that the winters there are bracing and eminently healthy. Moreover, I have frequently observed in my journeys the sturdy, vigorous appearance of the inhabitants. As regards myself, I always found the cold agreeable, and suffered no personal inconvenience whatever, though I wore the same clothing as I am accustomed to wear in Amsterdam, New York, and elsewhere.

I was the more surprised at my experience in this respect, because of the misrepresentations that were made to me at

St. Paul (Minnesota). I did not myself notice the slightest difference between the climate of Minnesota and Manitoba, and I am persuaded that the erroneous reports to which I have referred are circulated in the interests of Minnesota, Dakota, and other American States, and solely with the object of discrediting Canada and counteracting the continually increasing flow of emigration to Manitoba and the Canadian North-West.

As regards the snow, the experience of the Canadian Pacific Railway forms a favourable exception to that of the other Pacific railroads, for it has hitherto hardly ever been subjected to snow-drifts. This is due to the fact that the railway traverses in the main a level and gently undulating or rolling prairie, and encounters but few hills, so that the snow does not drift and impede traffic as it is known to do on other western railways.

The climate of Manitoba and the Canadian North-West in summer and autumn is healthy and agreeable in every respect. The days are warm and the nights cool—conditions particularly favourable to the production of the best class of grain. The crops of Manitoba are, indeed, of a better quality than those of the United States, the grain being as a rule harder and heavier, and consequently commanding a higher price. At the International Exhibition in Philadelphia in 1876, a gold medal was awarded the wheat of the North-West of Canada.

I would also draw attention to the fact that, for hundreds of miles north of the Canadian Pacific Railway, the country is just as fertile and adapted to the cultivation of grain as the land in the immediate vicinity of the railroad. Prince Albert, Battleford, and Edmonton, for instance, are thriving places, their inhabitants numbering, it is estimated, about 5,000, and the population of this part of the country will undoubtedly increase greatly as soon as direct railway communication is

established with Winnipeg and facilities afforded for the transport of produce to eastern markets.

With regard to the condition of the Canadian Pacific as a railway, I have personally examined the whole line so far as it is completed, with the sole exception of 200 miles, and I am able in every respect to confirm the favourable reports of the Directors. The line is being substantially built and finished in a superior manner. The steel rails used are of very good quality, being the make of the well-known firm of Krupp, of Essen on the Rhine. Pursuant to the charter of the Canadian Government, the railway company is exempt from the payment of duty on the materials used in construction and equipment. The rolling-stock, the stations, and other buildings necessary to the working of the railway are made in a practical and substantial manner, and will compare very favourably in every respect with those of other western railroads in America.

I would remark particularly on this point, because many of the American railways have been, as is well known, cheaply and badly constructed, and it has subsequently been found necessary in many cases to devote a portion of the net earnings to improve and complete the line. When the Canadian Pacific Railway is constructed throughout, the Company will possess a solidly-built road, and the whole of the net earnings will come directly to the benefit of the shareholders.

#### EASTERN DIVISION.

The Eastern Division of the Canadian Pacific Railway, extending from Montreal to Callander, a distance of 345 miles, runs partly through a well-populated district where are settled a great many French-Canadians, and partly through dense forests where the timber trade has already attained a certain degree of importance.

There are along this section of the line six principal steam

sawing-mills, and during 1882 as many as 115 millions of feet of timber were conveyed *via* the Canadian Pacific Railway to Montreal and Quebec, and from these ports some portion was shipped to Europe. This timber industry is capable of a vast amount of extension, and will doubtless in time bring about a very desirable traffic over the Canadian Pacific Railway.

The chief towns along the line of the Eastern Division of the railway are :—

Montreal, with a population of ...	...	140,000
Ottawa	”	27,000
Brookville	”	8,000
Hull	”	7,000
Pembroke	”	2,800
Almonte	”	2,700
Perth	”	2,500
Arnprior	”	2,100
St. Jerome	..	2,000
Smith's Falls	..	2,000
Aylmer	..	1,800
Renfrew	..	1,600
Buckingham	..	1,500
La Chute	..	1,300

#### LAKE SUPERIOR DIVISION.

When completed, the Lake Superior Division will have a mileage of 744 miles, extending from Callander to Port Arthur, or Thunder Bay, and including the Algoma branch, of about 93 miles in length.

A great deal has been said and written concerning construction on this division; but I find that, after repeated surveys, the engineers of the company report the difficulties to be more easily surmounted than was at first supposed. Last winter the Directors informed me that tunnels had



to be cut for a distance of about  $2\frac{1}{2}$  miles, whereas in the original surveys of the Government engineers the length of the requisite tunnelling was computed at more than eight miles: and now lately the engineers of the company have reported that two or three short tunnels of a total length of about 2,000 ft., or not exceeding half a mile, will meet all requirements. The Directors naturally consider this a very favourable circumstance, and assert that this division will cost a great deal less than they had anticipated.

The district traversed by this division is as yet but sparsely populated, and I visited only a small portion, about 100 miles. I found the land almost everywhere covered with thick woods, the ground being partly of a rocky character, though a great deal was good fertile soil. On the completion of the division steam sawing-mills may be at once erected; and it is asserted that gold, silver, and copper ore is to be had in large quantities from the rocky portion of the land.

This division will undoubtedly become a very important section of the railway, affording a connection for traffic between eastern and western Canada. Construction is being vigorously pushed on, and I am assured by the Directors that it will be completed and the line ready for traffic in the autumn of 1885.

#### THUNDER BAY DIVISION.

The Thunder Bay Division of the railway extends from Port Arthur on Lake Superior, to Winnipeg, a distance of 435 miles. This section forms part of the subsidy of the Canadian Government, and was conveyed to the Company on the 1st of May, 1883. The line was not, however, at that time completed, and the Government allowed a sum of money on that account, and this allowance will doubtless be amply sufficient to bring the line into a first-class condition. Though the line has but just been opened, and facilities for transport are

therefore somewhat defective, the traffic of the past summer has entirely come up to anticipations.

Three lines of steamers, each provided with several steam vessels, navigate the great lakes, and convey a considerable number of passengers and a large quantity of goods between the east and west. These steamers start from Collingwood, Owen Sound, and Sarnia in the province of Ontario, on Lake Huron, and now that the Thunder Bay Division of the railway is in operation, run to Port Arthur. Trade was formerly almost exclusively carried on between the eastern ports and Duluth, in Minnesota, but now Port Arthur is assuming the greater importance. A number of freight vessels ply between Buffalo, Cleveland, Toledo, and other American ports and Port Arthur, whence the goods are transported *via* the Canadian Pacific Railway to Winnipeg.

The railway company has, moreover, recently had three large steamers built at Glasgow, and these will, from the opening of navigation in the spring of 1884, run between Algoma, the terminus of the Algoma branch of the railway and Port Arthur. This connection will give the Company a better control over the passenger and goods traffic across the American lakes, and also largely increase the through traffic.

The local traffic on the Thunder Bay Division is at present small, but a considerable timber trade is being developed at Rat Portage, 135 miles east of Winnipeg, and promises to become an important industry in the near future.

Almost the whole of the country from Port Arthur to Winnipeg is more or less wooded, and increased railway facilities will undoubtedly bring about the erection of steam sawing-mills at various places along the line. The ground consists partly of rocks and partly of fertile soil, so that, with the felling of the trees, the mining and agricultural resources may be developed to an equal extent as the timber trade. Taking these facts into consideration, the Thunder

Bay Division will, in my opinion, form a very important section of the railway.

#### WESTERN DIVISION.

The Western Division consists of the following lines, viz. :—

Main line from Winnipeg to Calgary	841	miles.
„ Calgary to the Rocky Mountains (in course of construction and to be completed in 1883)	122	„
Branch line from Winnipeg southward to St. Vincent	68	„
„ South-westward to Manitoba City	101	„
„ Northward to Selkirk	22	„
„ „ Stonewall	20	„
Total	1,174	miles.

Having dwelt at some length at the commencement of this report on the tract of country traversed by the Main Line and the South-Western Branch Line, I shall not enter into further detail, but merely add that a few months ago valuable coal mines were discovered in the vicinity of the Souris and Saskatchewan rivers, and have now been partially brought into operation. The discovery of these mines is a matter of great importance to the Canadian Pacific Railway, not only as regards the transport of coal for the public and its use on the Company's locomotives, but also in connection with the industrial interests of Manitoba and the Canadian North-West. The Southern Branch Line from Winnipeg to St. Vincent is a part of the Government subsidy, and was some time ago conveyed to the Company. This line is, as

you are aware, connected at St. Vincent with the St. Paul, Minneapolis, and Manitoba Railway, and is thereby placed in direct communication with the cities of St. Paul and Minneapolis, and with the whole American railway system.

The tract of land along this Southern branch is highly productive, and a large number of farmers have already settled there, so that this part of the province of Manitoba is being rapidly developed.

The most important places along the Western Division are:—

Winnipeg, with a population of about	...	25,000
Portage la Prairie	„ „	4,000
Brandon	„ „	4,000
Emerson	„ „	3,000
St. Vincent	„ „	3,000
St. Boniface	„ „	2,000
Morris	„ „	2,000
Port Arthur	„ „	1,000
Rat Portage	„ „	1,000
Regina	„ „	1,000
Moose Jaw	„ „	1,000
Medicine Hat	„ „	1,000
Calgary	„ „	500
Selkirk	„ „	500
Otterburne	„ „	500
Niverville	„ „	500
Carberry	„ „	500
Melbourne	„ „	500
Virden	„ „	500
Moosomin	„ „	500
Whitewood	„ „	500
Broadview	„ „	500
Qu'Appelle	„ „	500
Indian Head	„ „	500

These figures are only approximative, as no official statistics are as yet to be had, though it is evident that these places have already developed to a certain degree of importance from the fact that there are some twenty steam sawing-mills in Manitoba, with a sawing-power of one million feet per day. There is also a large number of steam elevators, flour-mills, and grain stores, with a total capacity of two million bushels of grain. It will be seen from these figures that purchasers of grain are sufficiently numerous to enable the farmers to dispose of their produce at fair market prices.

With regard to that section of the railway extending from the Rocky Mountains to the Pacific Ocean, I can only repeat what was published some time ago by the Company, viz., that the line from Port Moody on the Pacific to Kamloops, in British Columbia, a distance of 213 miles, is being built by the Canadian Government, and will, when completed, be handed over free of cost to the Company, as forming part of the subsidy to which I have previously referred. The Canadian Pacific Railway Company have, therefore, to construct only 263 miles of railway from Kamloops eastward, in order to complete and bring into operation the whole line from Montreal to the Pacific Ocean. These 263 miles will undoubtedly cost a great deal of money, though the Directors inform me that as the engineers penetrate further into the mountainous country the difficulties prove to be less than was anticipated, and that they are now convinced that the cost of construction will not reach the previous estimates. Time alone can show how far this view is a correct one. Port Moody, the western terminus of the railway, is said to have excellent natural facilities for shipping, and in this respect comes up to the requirements of the outlet of so great an enterprise.

As regards the length of the through line of the Canadian

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Pacific Railway, compared with the more southern routes, the distance from Port Moody to Montreal is 2,875 miles, and from Montreal to Liverpool 2,800 miles, making a total distance from Port Moody to Liverpool of less than 5,700 miles, or more than 1,100 miles less than from San Francisco to Liverpool *via* New York and the Union and Central Pacific Railways.

From Liverpool to Yokohama, *via* Montreal and Port Moody, is 10,985 miles; *via* New York and San Francisco it is 12,038 miles, making a difference in favour of the Canadian Pacific of 1,053 miles.

There is, therefore, every reason to anticipate that as soon as a line of steamers has been established to navigate the Pacific Ocean, making Port Moody the eastern port, the Canadian Pacific Railway will have its share of the through traffic from England and Canada to Yokohama, Hong Kong, Peking, Melbourne, Sydney, and other ports in China, Japan, and Australia.

#### RECEIPTS AND WORKING EXPENSES.

The receipts of the railway are published each week, and the grand total up to the 1st of September, 1883, was 3,352,922 dollars. The working expenses of the present year have not yet been published. In 1882 they amounted to about 60 per cent. of the gross earnings.

These figures give a decidedly favourable impression, though as relating to a railway still under construction they cannot be taken as a standard on which to base the calculations of the profits of future years.

#### EMIGRATION.

The emigration to Canada from Europe alone amounted in 1881 to 115,000 persons, and in 1882 to 150,000. No figures have as yet been published showing the total emigration of 1883.

These figures include those immigrants who settled in Ontario, though by far the greater number proceeded to Manitoba and the North-West.

#### THE GOVERNMENT SUBSIDY.

The subsidy made by the Canadian Government to the railway company was no less than 25 millions of dollars, in addition to 25 million acres of land, and constructed railway lines of a total length of 713 miles.

When, after the American Civil War, about the year 1866, the Union and Central Pacific Railways were under construction, the pecuniary subsidy of the United States Government took the form of a loan on the security of a second mortgage, and will have to be refunded with interest. The Canadian Pacific Railway Company obtains on the contrary a free gift of 25 million dollars.

As to the land, 6,723,800 of the 25 million acres were sold up to August 31st, 1883, for the total sum of 18,892,840 dollars, averaging about 3 dollars per acre.

That Canada is able to pay such a liberal subsidy is evident from its budget for the last five years :—

	RECEIPTS.	DISBURSEMENTS.		
	dols.	dols.		dols.
1879	22,517,382	24,455,381	Deficit	1,937,999
1880	23,397,406	21,850,634	"	1,543,228
1881	29,635,297	25,502,564	Surplus	4,132,733
1882	33,383,455	27,067,103	"	6,316,352
1883	37,888,000	28,805,000	"	7,083,000

It will thus be seen that notwithstanding the large sums of money already paid to the Canadian Pacific Railway Company in 1882 and 1883, the financial position of Canada has improved by several millions.

In like manner, as the United States Government desired at an earlier period to bring California into closer union with the eastern States by the construction of the Union and Central Pacific Railways, so the Canadian Government considered it a political necessity to connect Manitoba and British Columbia with the eastern provinces by means of a railroad. But, further than this, the Canadian Pacific Railway opens up an entirely new and direct route from England to China, Japan, India, and Australia, across British territory, and this must assuredly be of the utmost importance to a great Power whose possessions and commercial interests are so widespread throughout the world.

I have now, gentlemen, come to the conclusion of my report. It is by no means an easy task to pass a correct judgment upon so great and comprehensive an enterprise as that which I have been investigating. My examination of the Canadian Pacific Railway has, as a whole, led me to the same favourable conclusions as those originally formed by yourselves.

In the first place, the railway is under the management of gentlemen well known in the United States and Canada for their integrity and good faith, as well as for their energy and business ability, of which they gave the most decisive proofs as directors of the St. Paul, Minneapolis, and Manitoba Railway Company.

Secondly, it is my firm belief that Manitoba and the Canadian North-West, as well as the Eastern provinces of Canada, have before them a future equally as bright as that of Nebraska, Kansas, Minnesota, Dakota, and other American States.

I have been, as you are aware, for more than 10 years in the United States, holding for four years, the post of Secretary to the President of the Kansas Pacific, and for another three that of Secretary to the Managing Director of the Union



Pacific Railway. As *attaché* to these roads I had ample opportunity of watching the great and steady développement of the regions in the west of America. Towns such as Kansas City, Omaha, Council Bluffs, St. Paul, and Minneapolis, have during the last five years almost doubled their population owing solely to the impetus given to agriculture and cattle-raising by the construction of through railways. Hardly two years ago, Manitoba and the Canadian North-West were in exactly the same position as Kansas and Nebraska held before the construction of the Kansas and Union Pacific Railways, and now that the Canadian Pacific Railway may be considered an accomplished fact, there is in my opinion no reason to doubt that cities such as Winnipeg, Portage la Prairie, and Brandon will increase in population and importance in the same proportion as have the cities of these States to the south.

According to the latest statements issued by the Board of Directors, the remaining 750 miles now in course of construction will be completed about the end of 1885. The property of the Company will then consist of about 3,300 miles of solidly-built railway and 17 million acres of generally fertile land; and it must be admitted that this great concern, growing in value with the increase of population and development of Manitoba and the North-West, is a sound and highly creditable enterprise, which, though in a certain degree speculative in its present character, will in the course of a very few years be crowned with highly satisfactory results.

I am, Gentlemen,

Your obedient Servant,

GERRIT WILLEM VIS.

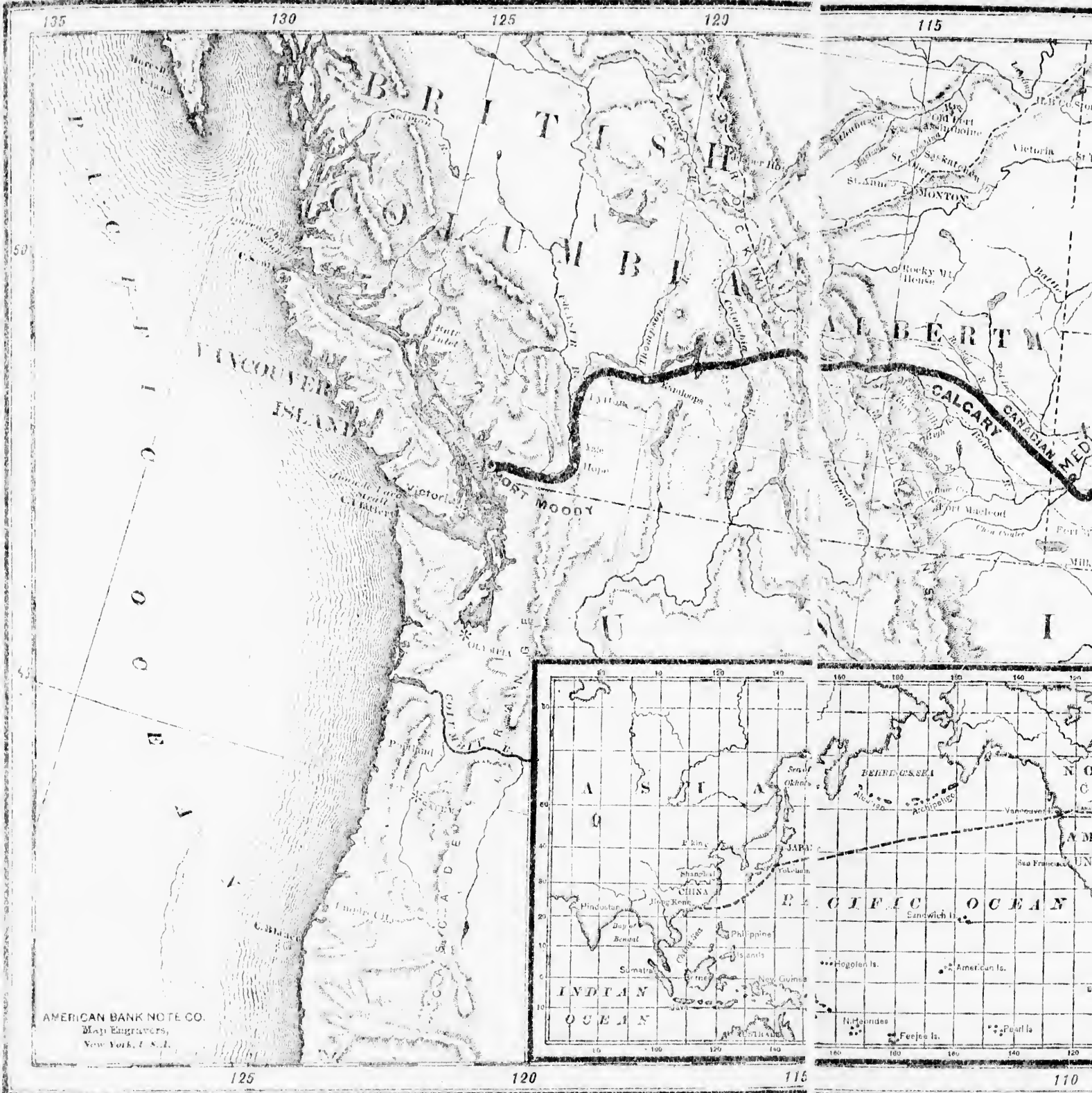


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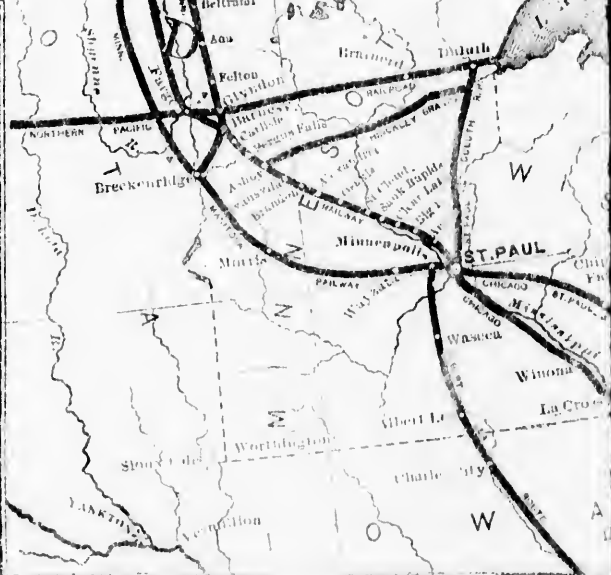
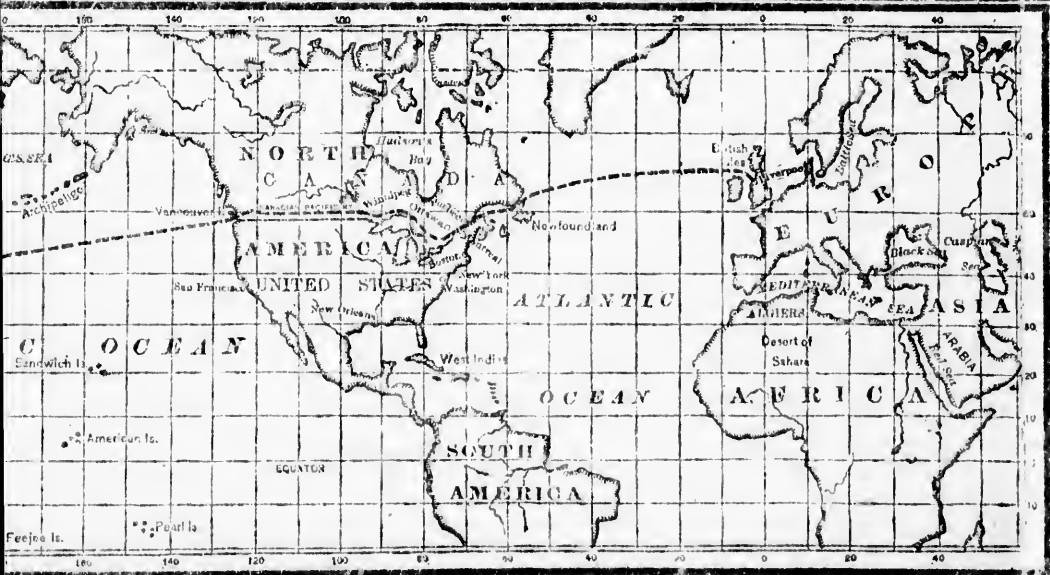
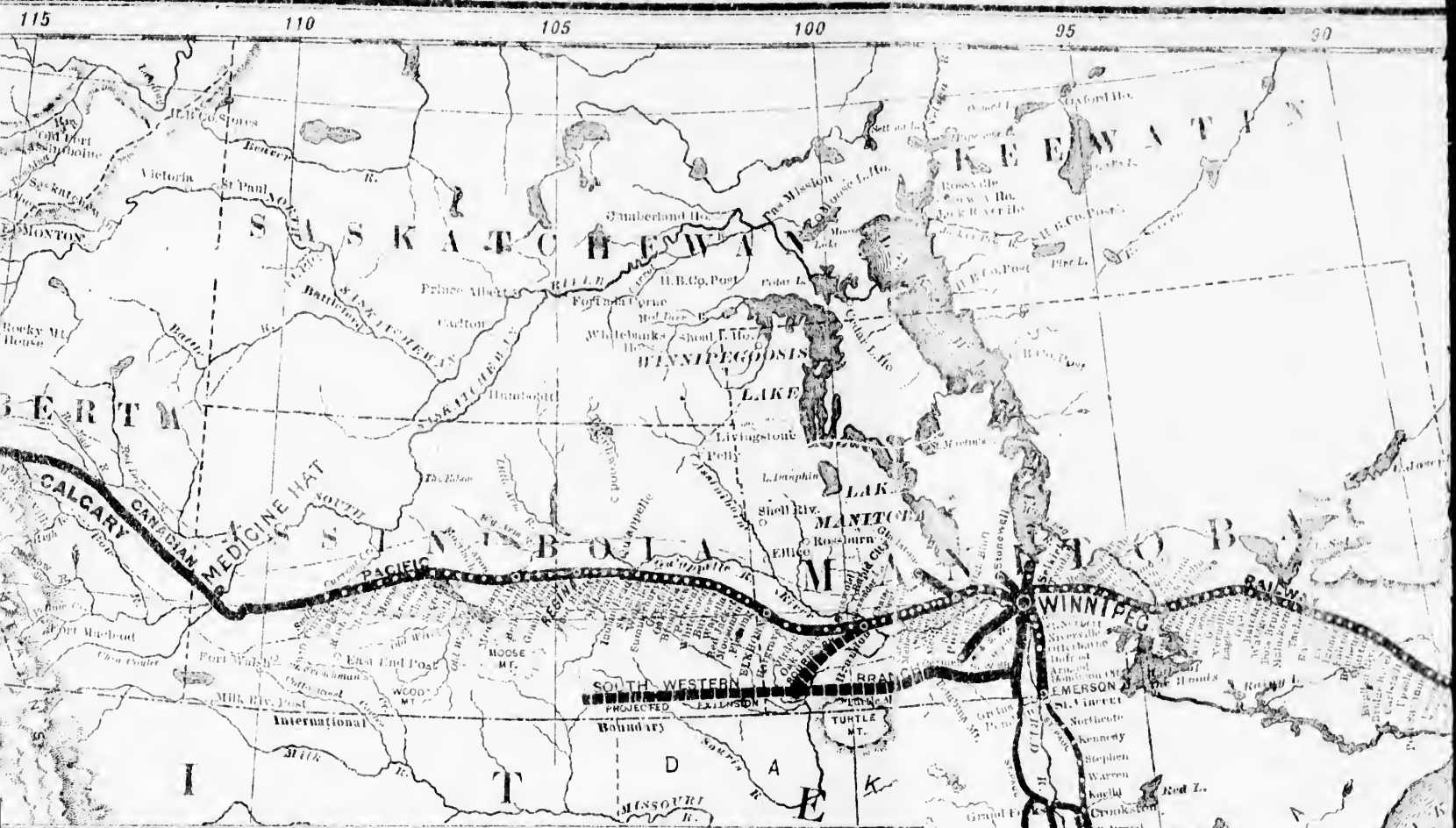
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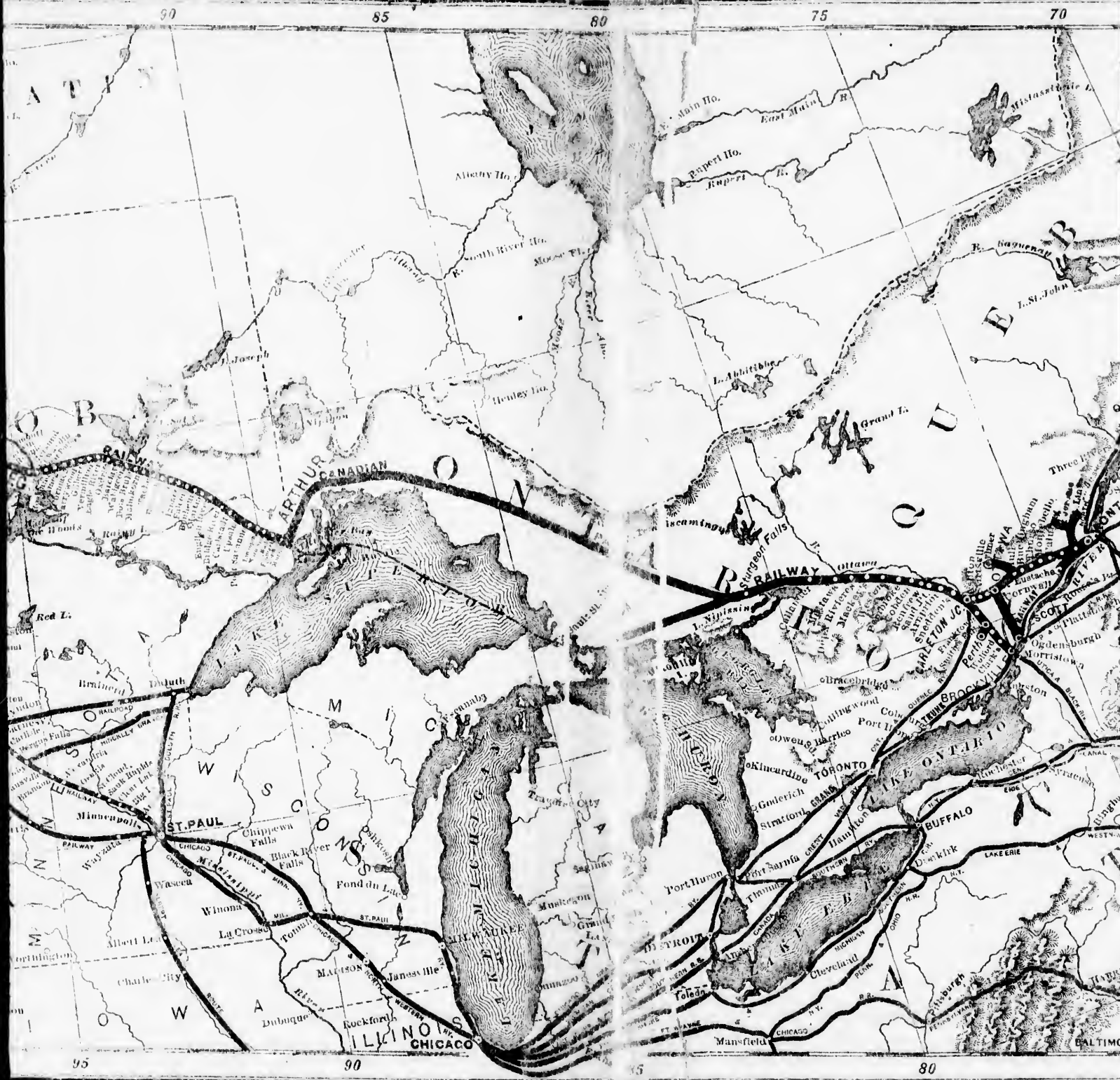
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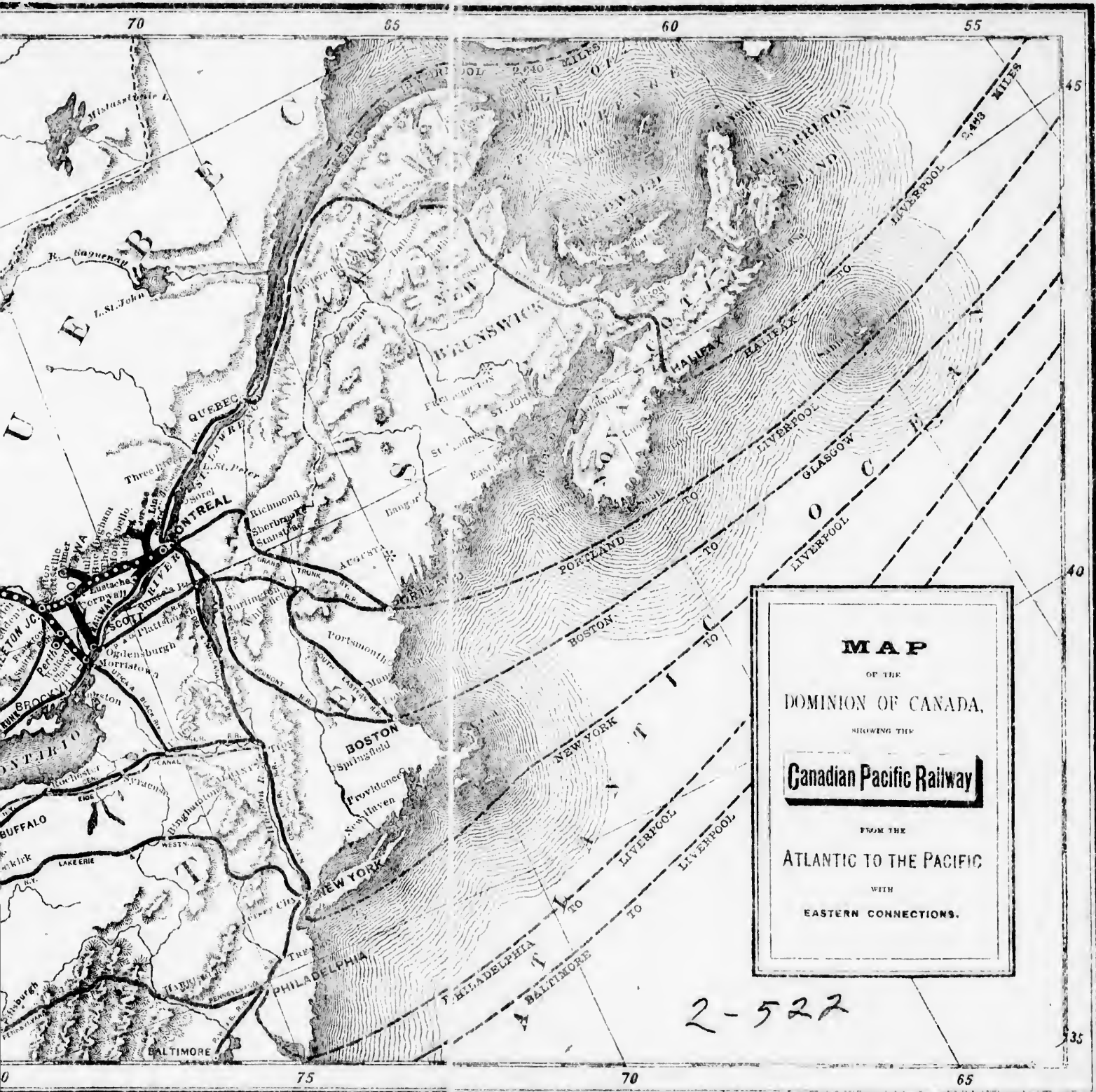
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BALTIMO





**MAP**  
 OF THE  
 DOMINION OF CANADA,  
 SHOWING THE  
**Canadian Pacific Railway**  
 FROM THE  
 ATLANTIC TO THE PACIFIC  
 WITH  
 EASTERN CONNECTIONS.

