

is 3,363 miles, while from New Westminster to Montreal it is only 2,730, or 636 miles in favor of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool and China, in direct distance, more than one thousand miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian, but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China or the Atlantic Coast gene-

rally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U. S., writes:—"The trade-winds place Vancouver's Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 100 miles, is independent of and in addition to the saving of direct distance by the Canadian route given above.

With advantages of distance, of altitudes, of fertility of country through which the Railway will pass, of position in relation to the commerce of the world at the termini on both oceans, it cannot be doubted that the proposed work, must before very long be completed, and that it will become an important medium of intercommunication between two hemispheres.

Railway Traffic in the Dominion.

The following is a statement of the Railway Traffic of the Dominion, compiled from the returns published in the Official Gazette, and continued from the Year Book of 1873:—

RAILWAY TRAFFIC FOR THE MONTHS FROM JULY TO DECEMBER, 1872.

RAILWAYS.	July.	August.	September.	October.	November.	December.	Total.
	\$	\$	\$ (2 w'ks)	\$	\$	\$	\$
Great Western.....	291,907	281,319	264,389	522,337	496,121	419,483	2,475,556
Grand Trunk.....	668,475	693,045	796,631	811,865	751,814	652,213	4,374,013
London & Port Stanley..	7,975	8,671	No ret'n	No ret'n	No ret'n	No ret'n	16,646
Welland.....	No ret'n (2 w'ks)	12,955	14,815	11,147	9,685	Do.	48,602
Northern.....	39,568	83,214	43,340	No ret'n	68,146	Do.	234,268
Midland of Canada.....	37,909	40,743	37,658	37,548	20,662	Do.	174,520
Cobourg, Peterboro' and Marmora.....	6,495	6,409	7,293	6,688	No ret'n	Do.	26,885
Brockville & Ottawa.....	No ret'n	28,256	33,283	36,538	27,902	25,812	151,791
Canada Central.....	Do.	7,968	7,647	7,169	7,535	8,083	38,402
St. Lawrence & Ottawa.	14,584	14,081	15,047	16,007	15,998	11,373	87,090
Carillon and Grenville..	No ret'n	No ret'n	No ret'n	No ret'n	No ret'n	No ret'n	
Stanstead, Shefford and Chambly.....	Do.	Do.	Do.	Do.	Do.	Do.	
St. Lawrence & Industry	1,344	Do.	816	1,395	1,870	Do.	4,081
New Brunswick & Canada	No ret'n	Do.	No ret'n	No ret'n	15,909	Do.	15,909
European & North American	33,920	30,589	23,937	33,864	No ret'n	Do.	127,260
Eastern Extension.....	No ret'n	No ret'n	No ret'n	No ret'n	Do.	Do.	
Western Extension.....	Do.	Do.	Do.	Do.	Do.	Do.	
Nova Scotia (including W. Branch).....	37,304	37,723	37,699	40,305	Do.	Do.	153,031
Windsor and Annapolis.	No ret'n	No ret'n	No ret'n	No ret'n	Do.	Do.	
Total.....	1,239,751	1,344,973	1,287,625	1,524,773	1,415,642	1,090,082	7,902,846