

The Subsidy in land is divided and appropriated, as follows:—

CENTRAL SECTION.

1st, 900 miles, at 12,500 Acres per mile ...	11,250,000
2nd, 450 " " 16,666 " "	7,500,000

EASTERN SECTION.

Assumed at 650 miles :—Subsidy,	} 6,250,000
equal to 9,515 Acres per mile, }	

Total Acres ...	25,000,000
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The portions already taken in hand by the Government include—Section 2nd, a length of 450 miles, and lying between Thunder Bay and Selkirk; Section 4, of 215 miles, between Kamloops and Port Moody on the Pacific side; and the Pembina Branch of 85 miles; making together 750 miles. As the Government estimate for constructing these three sections of 750 miles is \$28,000,000—and \$18,000,000 have already been expended on the work—it is difficult to understand how, with a cash subsidy of \$25,000,000, even supplemented by the land grants, it will be possible for the Canadian Pacific Company to construct and equip the 2,000 miles they have taken in hand, or nearly three times the length of the sections in course of construction by the Government. The sections to be built by the Company, moreover, include the most difficult portions of the route—the region north of Lake Superior, and the passage of the Rocky Mountains. Taking the lands as realizing a net \$25,000,000, and the entire amount of cash subsidy of the Government, it represents only \$25,000, or £5,000 per mile; while the easier portions in course of construction by the Government, have already cost as large a sum as this, and require a further estimated expenditure of \$10,000,000. Every