

22,500 dollars per mile, while this "Eastern section" which is to be continued to a junction with the Thunder Bay Branch by the north of Lake Superior, under, as already stated, engineering difficulties of the most formidable character, is to be built for £5,000 per mile! It is a country forcibly described to the Governor-General during his recent tour as "eight months' snow and four months' mosquitoes." Few travellers have ever visited the country, and those who have done so give most discouraging accounts of its physical condition. There are one or two trading posts of the Hudson's Bay Company, and one or two lead mines, but even these are some hundreds of miles south of the route which this section of the Pacific road is expected to take.

The Government have already expended upon the sections of the Pacific route,—as appears from an official return presented to the Parliament of Canada,—a total of \$18,602,402. The estimated total cost of the portions taken in hand by the Government is \$28,000,000. These portions, when completed, will be conveyed by the Government to the Company, and will become its absolute property. The total subsidy given by the Government, as stated in the Canadian Pacific Railway Act, is as follows:—

CENTRAL SECTION.

Assumed at 1,350 miles:—

1st, 900 miles, at \$10,000 per mile	...	\$9,000,000
2nd, 450 " " \$1,333 " "	...	\$6,000,000
Total	...	\$15,000,000

EASTERN SECTION.

Assumed at 650 miles:—

Subsidy, equal to \$15,384 per mile	...	\$10,000,000
Total	...	\$25,000,000