

I have no personal feeling in this matter since, rather on the contrary, the railroads in these Western countries ameliorate the condition of troops serving here, but I would prefer to see these roads based upon honesty and the needs of the country, commensurate with their cost. Nor can I see much difference between the man who in business, draws a cheque upon a bank where he has no money, and selling bonds secured by lands that have no value.

I will say to those holding the bonds of the Northern Pacific Railroad that by changing them into good lands now owned by the roads in the valley of the Red River of the North, and east of that point, is the only means of ever saving themselves from their total loss.

W. B. HAZEN,

Fort Enford, D. T., Jan. 1, 1874.

Now looking upon that picture, and on this, let us draw the comparison. Upon the northern edge of that great Sahara, we have the valleys of the Red River and Saskatchewan, carrying their rich and grassy undulations to the gorges of the Rocky Mountains, forming an isolated belt of verdure across the western half of the British American continent; an isthmus of fertile and habitable lands between the Arctic wastes, which extend to the frozen ocean on the north, and the vast deserts on the south, between the Mississippi River and the Pacific coast. Kansas, Eastern Nebraska, Dakota, and Minnesota, are rapidly filling up, and all that remains are less than 90,000 square miles; or at the present rate of demand of land absorbed by immigration, about five years or less, to the turning point in American history. It is not difficult to foresee the result, namely, that the entire expansive movement of population on the American continent, will be concentrated in the direction of our fertile valleys in the basin of Lake Winnipeg. Now our projected Pacific Railway, unlike the Northern Pacific, will run through a country fertile for more than two thirds of its whole length, and can be fed by an industrious and wealthy population, besides developing our immense mineral wealth, east and west. Meantime, probably before another season is passed, through a wise and far seeing policy, we shall be linked by rail with the sea board on the east, and the whole Railway system throughout the Eastern Provinces and the United States by an International connection on our frontier at a point only sixty miles distant from Winnipeg; this completed, will at once bring this vast, rich but heretofore almost isolated country within fourteen to fifteen days of Liverpool, in England.

In addition to which, we have now, our own National highway to the sea through British Territory, namely the Lake Superior or Government route under control of the Dominion Government, and by which immigrants are conveyed at an almost nominal rate, although occupying longer time. This route is more fully referred to in another place.

The elements for appraising the market value of the Canadian Pacific land grant, sufficiently exist to make it absolutely certain that it can be sold for a sum much greater than the cost of constructing and equipping the road. The policy of the Company will probably be however at first to sell its lands at such moderate prices as to render their speedy absorption and settlement certain. For the information of those likely to become settlers along its