

Between Selkirk and Kamloops, which forms the third or middle section of the line, lies the "Fertile Belt," of which such glowing accounts have been published, and portions of which may undoubtedly be regarded as equal to the best wheat-growing lands on the American Continent. This section is 1350 miles in length, and it is on a portion of it that the road is now being constructed, with the marvellous rapidity and superficial economy so often witnessed over the extending plains and prairie lands of America. Of this section, two-thirds, or 900 miles are to be paid for with a grant of 12,500 acres per mile, representing, at one dollar per acre, £2,500, and a cash subsidy of 10,000 dollars, or £2,000, making together £4,500 per mile. The average cost of all the railways of Canada, according to Mr. Brydges' Official Report, was 45,995 dollars, or rather more than double that which is assigned for the construction of this most favourable section of the Pacific Railway. There are, however, 450 miles of this central section west of Selkirk, which is confessedly of a more difficult character, and it includes the very serious matter of crossing the Rocky Mountains by a route which has not been finally fixed upon, and for which cash payment is to be made at the rate of 15,333 dollars per mile, supplemented by the grant of 16,666 acres per mile. This brings up the total cost of the section—assessing the land at one dollar per acre—to £6,400 per mile, or about two-thirds only of the average cost of the railways of Canada. With respect to the eastern section, from Callander on the Canada Central, to Thunder Bay, a distance of 650 miles, the subsidy is to consist of 15,384 dollars, and 9,615 acres of land per mile. These together are equal to about £5,000 per mile. The cost of the "Canada Central," with which the Canada Pacific is proposed to be connected, was over