

\$30,000 per mile, or about one-fifth of that of its principal Canadian competitor, and far below that of any of its American competitors ;— with all these advantages, and its superior facilities for attracting business and conducting it economically and efficiently, and with no telegraph, sleeping-car or elevator companies, or any other private interests whatever to sap its revenues, the Canadian Pacific Railway can hardly fail to meet the expectations of its projectors, and to be a source of large and certain profit to its shareholders ; and, finally, with the establishment of steamship connections of the best class, both on the Atlantic and the Pacific, it must soon become a powerful factor in the world's commerce.'

The great project, except as regards the extension to the eastern seaboard, being now practically complete, Canada has already begun to reap some return for the sacrifices she has made ; and we in England may all the more cordially hope that her expectations may be entirely fulfilled, inasmuch as while working for herself, she has also been working in the interests of the mother country. For herself, she has welded that iron band, without which her political system would disintegrate, but the possession of which promises to render permanent a Confederacy occupying a line four thousand miles in length, of which each section is now within touch, by wire and rail, of the rest. The 'illimitable possibilities' of the Great North-West, with its millions of acres of land producing abundantly the hardest wheat in the world, are now ready for development. There is no longer any reason, why Canada's sons should 'go to the States' to make a new start in life, while there is every reason, why emigration from our own shores should, in preference to being allowed to drift to New York, be judiciously directed to a land over which the British flag waves, and where, in fourteen days from the date of leaving his old home, the emigrant may be turning the furrow on an estate of 160 acres of good wheat land which, at no cost to himself, is, as children say, 'his very own.' The Railway, too, has solved the most difficult problem of the Indian question. If the advent of the locomotive should make the buffalo extinct, like the dodo, there is ample compensation in the fact, that 'Big Bears' and 'Sitting Bulls' are also passing away. The remnants of the races, that have left nothing but piles of bones to mark their long occupation of one of the finest portions of the earth's surface, will now have to exchange the scalping-knife, paint, feathers, and heathen Sun-dances, for ploughs, and clothes, and Christianity.

The ranching industry in Alberta, for which district American cattle-men are deserting their former holdings further South, is rapidly