

more distant West. There has been no such actual addition made to the population, and consequent resources of Canada, as in the case of the United States. It is difficult to see what inducements stronger than those already offered by the Dominion Government, can be presented to the notice of emigrants and settlers from the old country. Grants of land are offered to settlers, on the simple condition that they shall cultivate the land. The Canadian Pacific is not only thus underbid in this matter of price of its land, in its own country, but its labours, as already stated, under the difficulty that its lands are located at a greater distance from markets where its produce can be disposed of, than those owned by more fortunate competitors.

The largest recorded number of emigrants into Canada in one year fell short of 100,000. Even assuming that this number should be continued for the ten years in which the Pacific railway is proposed to be constructed; and further that all these emigrants should select these distant portions of the Dominion as their place of settlement, it would represent a population wholly inadequate to provide profitable business for 3000 miles of railway, or even a nominal return upon the 53,000,000 dollars of capital—exclusive of the proceeds of the land sales—which is the present estimated cost of this huge undertaking. A by no means unimportant item in the expenditure connected with this work, must be that which is made up of the cost of attracting such of the emigrants from Europe as may be persuaded to settle on the land of the railway company, rather than those in the other great wheat-producing region of Minnesota, Dakota, and others of the western and north-western States of America. The question of the possibility, or otherwise of the sale of the land granted to the company, becomes one of first im-