

s, and grew
Bell, says :
ort, besides
says of the
tile, and the
f grain, and
black and
ds of fish."

neer of the
reat tract of
ntry; soil,

ature also
d of miscon-
ould seem
ry north of
ge summer

.....61.40
.....61.—
.....62.20
.....59.94
.....59.87
.....62.62
.....60.30

' woodland
to Norway
section on
ough and
Bay, and
Thunder
point of
nd climate,

would seem to be in favor of the former; and this may be, to some extent, accounted for by the difference in elevation, which Hewson says will not exceed an average of 400 to 500 feet on the northern line, as against probably 1,000 feet on the southern. As regards cost of construction the General says: "While the 1,000 miles east of Manitoba (on the Fleming line) involve heavy works, ranging from \$27,000 to \$33,000 per mile, and unfavorable lines, the corresponding 1,000 from Norway House eastward, involves in all likelihood, good lines and light works;" and he then states, that if the twenty millions now being invested in the railway between Lake Superior and Manitoba, had been applied to his line, it would not only have connected Quebec with Hudson's Bay, but would have carried the railway 700 miles further westward, completely through the "woodland region," to "the threshold of the western granary, at Norway House," at the north end of Lake Winnipeg.

The Central or Prairie Region of the Hewson line extends from Norway House to the Rocky Mountains, and is described as "a vast region containing a high proportion of extraordinary richness, and at its western end affording the most fertile land in the world available for settlement," more ready in its natural "state for immediate cultivation than any other on earth—the future granary of Europe." At Norway House, according to Colonel Crofton, corn, rhubarb, peas, cabbages and other vegetables are grown. At Cumberland House, Dr. King stated, in his evidence before a Parliamentary Committee in 1859, he "saw farms growing luxuriant wheat, corn and barley." At this point the Hewson line would tap the lower Saskatchewan, bringing into play 1,000 miles of navigation, and the immense territory drained by that river. Indeed it may be said, that all the good prairie land on the Fleming line will thus become tributary to the newly projected route.