

Mountains, \$13,000,000; 540 miles from Jasper Valley, through British Columbia to Port Moody on the Pacific, divided as follows—335 miles from Jasper Valley to Kamloops, \$15,500,000; 125 miles from Kamloops to Yale, now under contract, \$10,000,000, and 90 miles from Yale to Port Moody, \$3,500,000; add \$1,000,000; making a total of \$60,000,000 to build the road from Lake Superior to the Pacific. The cost of surveys—\$1,612,000 in British Columbia; \$1,507,000 in the eastern sections, a total of \$3,119,000—has to be added. Then there is the Pembina Branch, costing \$1,750,000, making a total of \$64,869,000. The 600 miles from Fort William to Lake Nipissing may be deferred for some years, but if Sir Charles Tupper's anticipations prove true, it will not be long before public feeling, the development of the Northwest, and the competition for its enormous grain trade will demand the completion of the great national through route. Mr. Fleming's estimate of its cost is \$20,000,000; Sir Charles thinks it might be fairly put at \$30,000 per mile; but taking the latter figure, it would cost \$20,000,000, and would make a grand total of \$84,870,000; taking the mean, say, in round numbers, \$85,000,000. Now, where is the money to come from? Sir Charles, taking Sir John Macdonald's figures, and backed up by the *Globe* in doing so, shows that if only 550,000 people settle in the Northwest during the next ten years—and this, it must be remembered, is an estimate based on the actual immigration of the past few years—the country will receive from the sale of lands \$38,000,000 in cash, and will have \$32,000,000 falling in for the balances remaining, secured upon the lands sold—\$70,000,000 in all, or enough to build the road from Lake Superior to the Pacific. In defence of the undertaking of the Yale-Kamloops section, Sir Charles found the *Globe* again a potent ally. For that newspaper, counting upon the settlement in British Columbia of 100,000 people only, which it argues is a number there is no reason to doubt, shows that they would pay the cost of the line in the Pacific Province. The commercial prospects of the railway were ably discussed. If Sir Charles Tupper seems to take a sanguine view, he has abundant information for it in the receipts of the Pembina branch for March of this year—\$24,771, or equal to 17 per cent. per annum on the capital. With this exemplar, the 700 miles that will be in operation in 1882 bid fair to at least pay the interest upon their cost. That your readers may appreciate the progress of railway communication with the Northwest, it may be as well to state that these 700 miles are made up as follows:—406 from Thunder Bay to Selkirk on the Red River, the branch thence to Winnipeg 13 miles, 200 west of Winnipeg, and the Pembina branch south 85 miles. The Sault Ste. Marie project, its importance and its superiority over the United States lines, with which it would contend for the western carrying trade, were