

of the Red River or the Saskatchewan, it must be many years before purchasers can be found for the vast area. What chance can there be of sales of these lands where the Government of Canada offer "free grants" of 160 acres, and a pre-emption of 160 acres to each settler on the line of this Canadian Pacific railway? This *free-grant* land is of precisely the same quality, and exists under the same conditions, as that which is granted to the Company. The land is allotted in alternate sections; on one half of these it is given gratis to settlers, by the Government, on the other it is owned by the Company, who profess to believe they can realize more than £5,000,000 sterling by its sale. But not only is there this competition in the land market on these unequal terms between the Government and the Railway Company, but there are other large proprietors who are also in the land market offering their lots at temptingly low rates. The Hudson Bay Company claims to own its millions of acres, and Mr. Brydges, an enterprising gentleman, well known to the shareholders of the Grand Trunk and Great Western Railways, is actively employed in attracting customers to the plots which his Company also shares with the Dominion of Canada in all newly surveyed districts. Then, too, there are scores of Railway Companies in the United States which have their land-grants to which they are anxious to attract settlers, and the merits of which they "puff" with all the energy of rival showmen at a fair, and with all the glowing eulogiums of the famous George Robins. The Northern Pacific has grants rivalling in extent those of its competitor over the border, and from the boldness of assertion, and the persistency of the statements of the various American railway companies, it might be supposed that these lands were