

Central and Union Pacific is taken; but yet very much higher than the passes in British territory.

For the purpose of comparison we give the distances and average height of profile of the Union and Central Pacific, also taken from the report of Mr. Roberts, starting from Chicago, the eastern terminus on Lake Michigan, of the Omaha Line:—

From Chicago.	Average height above the Sea.	
	Miles.	
To Omaha.....	500	1000 feet.
Near Cheyenne.....	516	3300 "
Cooper's.....	87	7300 "
Promontory Point.....	482	6200 "
Humboldt.....	406	4750 "
Reno.....	130	4000 "
Auburn.....	45	4400 "
Sacramento.....	39	300 "
San Francisco.....	135	50 "

Chicago to San Francisco 2410

These altitudes are "average heights." The absolute heights of summit levels passed over are given in our notice of that Railway.

Mr. Roberts remarks in comment: "On the Northern Pacific line there need be but two principal summits, whilst on the other there are four; the lowest of which is about a thousand feet higher than the highest on the Northern route. * * * The actual distance is 410 miles less, and the equated distance for ascents and descents in its favor will be very considerable in addition."

The estimate of cost of the Northern Pacific is as follows:—

Grading, masonry, bridging, track and ballast.....	\$60,320,000
Buildings, &c.....	4,200,000
Contingencies, including superintendence and engineering.....	5,000,000
Telegraph line.....	600,000
Buildings.....	2,312,000
Rolling Stock.....	3,615,000
Branch Road.....	1,200,000
Extra works, &c.....	800,000
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	\$78,047,000
Interest on bond over receipts during construction.....	7,230,000
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Total.....	\$85,277,000

This gives an average of \$42,638 per mile.

The road is making a beginning of progress. We learn on the authority of Jay, Cooke & Co. :—

"That portion of the road extending through central Minnesota from the head of Lake Superior 266 miles to the crossing of the Red River, at the eastern boundary of Dakota, is fast approaching completion. A large force of men is engaged in finishing the grade, and the track is being rapidly laid. By midsummer (of 1871) freight and passenger trains will be running regularly over this important division, connecting with the navigable waters of the Red River and Lake Winnipeg. * * * The St. Paul and Pacific Railroad has been purchased by, and practically consolidated with, the Northern Pacific. The purchased line (main and branch) embraces some 300 miles of finished Road in full operation. When completed, the main line will extend from Saint Paul, through western Minnesota to Breckenridge or such other point as shall be deemed most advantageous, and the 'branch' reaching from Saint Paul northwestwardly, will intersect the Northern Pacific line west of Crow Wing, and extend on to the British

border at Pembina on the Red River. * * * The completion of these lines will give the Northern Pacific Company nearly Nine Hundred Miles of Road. * * * Work has begun on the Pacific coast. A force of men is already engaged on the line between the Columbia River and Puget Sound, and hereafter the work will be prosecuted both eastward and westward. Including its purchased lines the Northern Pacific Railroad Company already has 413 miles of Road in operation, and this will be increased to 560 by August next."

We see by newspaper reports at the time we go to press with these statements of Messrs. Jay, Cooke & Co., that this promised progress has been made.

The projectors hope by means of this progress to do the traffic of the North West British territory. But they are in error in supposing that it will in any way slacken the exertions to build the Canadian Pacific.

As a specimen of the statements made with respect to the lands this Company has to dispose of, we give the following:—

"Now what is this landed empire of 50,000,000 acres worth? If it sells for only the low price per acre at which the Kansas Pacific Road forced off its lands, while it ran through and stopped in a wilderness of buffalo grass, the proceeds will be over \$165,000,000. If nursed and sold on judicious credits, as were the lands of the Illinois Central, the proceeds would be, on the basis of that road's sales, \$550,000,000! If sold at the average price of the Minnesota School Lands, the proceeds will be \$350,000,000. The elements for appraising the market value of the Northern Pacific Land Grant sufficiently exist to make it absolutely certain that it can be sold for a sum much greater than the cost of constructing and equipping the road."

These are all statements made by the promoters of the road. But they keep out of sight the fact that the line, if it is ever constructed, will have to pass through the Great American Desert as soon as it crosses the 100th degree of West longitude, the Desert extending to the Rocky Mountains. Or rather if they do not ignore this fact they make it appear that an arid and unfertile desert does not exist; and that there is instead a fertile country—the Germany of America. A statement so startling as this, set against all previous information, creates doubt, when it is remembered that it is made by highly interested parties.

CANADIAN PACIFIC RAILROAD (Projected and Survey going on.)

Advantages in shortness of Distance, Climate, Territory and Altitudes.

The proposed Canadian Pacific Railroad has in its favour far greater advantages than either of the other two projects, as well with regard to altitude, as to shortness of distance and favourable conditions of climate and the country to be traversed.

It was at one time supposed that the geographical difficulties north of Lake Superior would be insuperable from the extremely bold and rugged aspect of the shore as seen from the water. But recent explorations have demonstrated that these formidable obstructions are of no breadth; and that there is a perfectly level country within a little distance to the North, of a clay formation, extending all the way to the Hudson's Bay.

Good crops of wheat are raised at Bruns-