

A gentleman who has been to the terminus of the Canada Pacific Railway, says that the scene at the front is the most marvellous that he has ever witnessed. More than 4000 men are at work, constructing the railway, and 3000 teams are engaged hauling supplies. The line is running out to the Pacific at the rate of 2 miles a day. The rate of railway construction never equalled in the world's history. The Duke of Manchester, & Co., have contracted to lay 500 miles this season, and there is little doubt that they will accomplish their undertaking. When work is finished for the year a line of railway will have been constructed that would reach from Paris to Montreal. At the time of writing the line is 100 miles beyond Brandon or 200 west of Brandon. Leaving this much wooded city, whose progress is rapid and prosperous, to investors, the country for 100 miles is not inviting, being much broken, and poor in quality. It is, however, largely wooded upon, and here and there the land will yield good returns. As a rule, however, this tract of country will be difficult to work, so settlers will likely push west. At Brandon the land is splendid, and this will be the first great city west of Winnipeg. All the trails meet here, and it must become a large trading station. It will be the next town put on the market, but nothing definite can be learned about when this will take place. The Syndicate asked \$1,000,000 for the Qu Appelle city site, and did not get a penny when the Duke of Manchester's Company has secured a half interest in all town sites, so that delay will likely occur in putting the town in the market. Agents of the new land company west is asking \$10 an acre for the land, and is selling at that price only on condition that 300 acres out of 1000 be broken within three years. Such

a land policy as this will work the same in driving immigrants to the border. When the road has been laid 50 miles further on it will have 14 miles to run west. It will then pass through 20 miles of land, after which there is about 200 miles to the foot of the Rockies. From this it is seen that the construction of the C.P.R. is being pushed forward with a rapidity upon which the world has never seen. The Manitoba road, and the Northern Pacific have come to a good understanding, and they are now in a state of partnership. This settles the Eastern railway project, for if the Northern Pacific gets into double line with the Manitoba road, there is no other road to which the Eastern Railway could hitch, even if it were re-chartered, and the Federal veto not imposed. It seems that the Manitoba road will be from railway monopoly, unless the Dominion Government can compromise with the Syndicate, and expunge the monopoly clause by an increased land grant. Something must be done, and judgment from a completion of political horse-course such as is indicated is likely to be pursued.

There is a man in one of the boarding houses in town who is so mean that he wishes the landlady to reduce the price of his board because he has had two teeth extracted. It is reported that twenty million broom handles broken in the United States yearly, but pray tell how many heads would be broken if broom handles were made stronger.

Many a woman who would like to put down a new Brussels carpet this summer will be obliged to content with putting a new hoop on the family swill barrel.



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