

ARTICLE III.

THE DUTY OF THE HOUR.

Having briefly reviewed, in our issues of the 28th ult. and 5th instant, the defective location of our National Railway, and the superior merits of the route advocated by General Hewson, it may not be amiss to-day to compare the mode of construction adopted with that advised by the General.

The actual position of this great work may be stated as follows:—Nothing has been attempted between Lake Nipissing and Thunder Bay beyond running several experimental lines. The construction of this section of 600 miles has been indefinitely postponed in consequence of the excessively costly character of the works, necessitated by the exceedingly difficult nature of the country north of Lake Superior. From estimates ranging from \$30,000 to over \$80,000 per mile, an average cost of \$60,000 per mile for this section may be safely deduced. The road between Thunder Bay and Selkirk—410 miles—is in course of construction, at an average cost of \$44,000 per mile, as appears from the report of the Chief Engineer for 1879; and, when fully completed and equipped, will exceed \$50,000 per mile. Nothing, as yet, has been done between Selkirk and the Rocky Mountains—a distance of 1,000 miles—but, somewhat singular to say, the Government have under contract a hundred miles or so of railway running west from Winnipeg, which appears to be of a purely local character, and independent of the trunk line. From the more favorable nature of the Prairie Region, an average cost of construction, through this country, of say