

the fact, that of the three *all-rail* routes made or projected between Fort Garry and Toronto, the Canadian Pacific is 170 miles shorter than the route *via* Sault Ste. Marie and Duluth, and close on 400 miles less than the Railway route *via* Chicago and St. Paul.

It will be farther seen that, during the season of open navigation, the distance between Toronto and Fort Garry *via* Nepigon, is 1,074 against 1274 miles *via* Duluth and that part of the Northern Pacific Railway east of Pembina—giving a saving of 200 miles in favour of the Canadian Pacific, and branch to Nepigon, of which saving 40 miles is rail and 160 miles water.

Viewing the Canadian Pacific Railway as a “through” route between Ports on the Atlantic and Pacific Oceans, the comparative Profile referred to in a previous paragraph, and which accompanies this, illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favorable gradients, are not, however, the only advantages.

A careful examination into the question of distances, shows, beyond dispute, that the Continent can be spanned by a much shorter line on Canadian soil than by the existing railway through the United States.

Referring to the Table again, it will be seen that the distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730 or 633 miles in favor of the Canadian route.

A closer examination of the Table will show that by the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

A comparison of distance between distant points which may form traffic connections with the Inter-Oceanic Railways of North America, bring out some important facts referred to in the Table.

Compared with the Union Pacific Railway, the Canadian Line will shorten the passage between Liverpool and China, in direct distance, more than one thousand miles.

When the remarkable Engineering advantages which appear to be obtainable on the Canadian Line and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the Through Traffic between the two Oceans, will possess in a very high degree the essential elements of success

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