

ferred to in the last paragraph with the Union Pacific Railway in the United States, for this purpose a diagram accompanies this, showing thereon profiles of both.

From this diagram it will be seen that the Union Pacific Railway* extending from Omaha to San Francisco, runs, for 1,300 miles or three-fourths of its entire length, at a higher level than the Yellow Head Pass, and that this point, the *great summit* of the Canadian Pacific Railway line, is less than half the elevation attained at several points on the line now being operated across the Continent.

A Table giving the distances between some of the principal points in the country extending from the Ottawa Valley to the Pacific coast is appended hereto. It is not to be supposed that this Table has any great pretensions to accuracy, except in the case of Railways built or surveyed, in other cases the distances are simply ascertained by measurement on the maps of the country, and it is not at all certain that even the best maps are free from grave errors. Be this as it may, there are no means of checking the distances, until the chain of surveys are connected from end to end and the results known. It is believed, however, that even rough approximate distances may be useful to the Government in considering the question of the Railway, and for this purpose they are presented.

One or two points brought out by the Table of Comparative distances are worthy of note.

Montreal and Toronto are the chief Commercial centres in the Provinces of Quebec and Ontario, and it is important to ascertain how they can best be reached from a point in the Interior—say Fort Garry.

According to the Table, the distance between Montreal and Fort Garry by the line of the Canadian Pacific Railway, is 1,180 miles, while by Railway projected through Sault Ste. Marie, Duluth and Pembina, the distance is 1,440 miles, and by way of Chicago and St. Paul, the distance is 1,843 miles—showing that by the three *all-rail* routes, made or projected between Fort Garry and Montreal, the Canadian Pacific line is 260 miles shorter than the line passing through Sault Ste. Marie, and 663 miles shorter than the route at present travelled *via* Chicago and St. Paul.

Taking Toronto as a starting point, and using the Northern or Nipissing Railways as far as Bracebridge, thence connecting them with the Canadian Pacific Railway at Mattawa, it appears from the Table that the total distance to Fort Garry is 1,110 miles, while by way of Bracebridge, Sault Ste. Marie, Duluth and Pembina, the distance is 1,290 miles, and by way of Chicago and St. Paul the distance is 1,507 miles, thus establishing

*Embracing the Central Pacific Railway.