

The Pacific Railway.

The Report of the Chief Engineer of the Pacific Railway is not yet laid before Parliament; but the following from the leading organ of the Government in Ontario may be held to give substantially the facts:

The total length of the Canadian Pacific Railway from Thunder Bay to the waters of the Pacific Ocean, supposing Wadlington Harbour, at the head of Bute Inlet, to be the western terminus, will be 2,031 miles. This aggregate distance may be divided as follows:

	Miles.
Thunder Bay to Red River	413
Red River to Livingstone	271
Livingstone to Edmonton	516
Edmonton to Yellow Head Pass	233
Yellow Head Pass to Stewart River	200
Stewart River to Bute Inlet	288

Total length..... 2,031

The nature of the work to be performed over this immense tract of country varies from the most difficult rock excavation to the simplest grading. The character of the different sections in this report may be approximately stated as follows:

	Very easy.	Easy.	Heavy.	Very Heavy.	Totals.
Thunder Bay to Red River	170	90	120	33	413
Red River to Livingstone	200	71	271
Livingstone to Edmonton	300	109	56	...	516
Edmonton to Yellow Head Pass	60	150	73	...	233
Yellow Head Pass to Stewart River	75	135	90	...	200
Stewart River to Bute Inlet	60	140	...	288
Totals, miles.....	805	380	410	121	2031

According to a rough calculation the cost of constructing the road in respect of the several classes of work will be about as follows:

Miles.	Per Mile.
805.. Very easy ..	at \$15,000 = 12,075,500
386.. Easy ..	at \$20,000 = 13,720,000
419.. Heavy ..	at \$37,000 = 15,508,000
121.. Very heavy..	at \$50,000 = 9,680,000
2031	\$50,978,500
Or at an average rate of \$25,100 per mile.	

The foregoing represents, it will be observed, the length of line—exclusive of the Pembina Branch—to be constructed under the amended (or Carnarvon) terms by the year 1890. If the whole scheme were to be completed it would stand as follows:

West of Thunder Bay, 2,031 miles	\$50,978,500
East of Thunder Bay to French River, 620 miles, at \$40,000 a mile	24,800,000
Georgian Bay Branch, 80 miles.	1,120,000
Pembina Branch, 89 miles, at \$15,000	1,335,000
Subsidy to Canada Central, 120 miles, at \$12,000	1,440,000

Total expenses of the whole scheme..... \$79,673,500

The route to be traversed, as nearly as it is determined, and still assuming Bute Inlet to be the objective point, will be as follows: The Railway, after leaving the Kaministiquia River a little to the West of Thunder Bay, pursues a north-westerly course in almost a direct line to English River, a distance of 113 miles. In its course it touches Lac des Mille Lacs, where it also crosses the height of land dividing the waters of Lake Superior from those of the North West. This, then, will be the head of the Interior Lake Navigation. From Thunder Bay to English River the road is under contract, and at the eastern end considerable progress has been made. From English River to Rat Portage—now to be known as Keewatin—the road with a slight curve to the northward, travels nearly due west. The distance is 177 miles, and it is here—directly east of Keewatin—the first “very heavy” work is encountered. From Keewatin (the northern end of the Lake of the Woods) with a slight dip to the southward, the road reaches Selkirk, at the crossing of the Red River, a little to the south of Lake Winnipeg. This section is also under contract. From Selkirk, on Red River, for more than 200 miles, the line runs with scarcely a bend, in a north-westerly direction, passing close to the head of Shoal Lake, crossing Lake Manitoba at “The Narrows,” and almost touching the southern extremity of Lake Winnipeg, passes around Duck Mountain, and then trending a little to the southward arrives at Livingstone, on Swan River, near to which place is Fort Pelly. The distance from Selkirk to Livingstone is 271 miles. For 196 miles, from Livingstone to the point where the South Saskatchewan River is crossed, the course is nearly due west, and thence north-westerly, parallel first with the North Saskatchewan, and then with Battle River, and so to Edmonton, at some little distance south of the Hudson's Bay Fort of that name. The