

THE CANADIAN PACIFIC RAILWAY.

ARTICLE I.

A STARTLING PROPOSITION.

General M. B. Hewson, formerly Chief Engineer of the Memphis and Charleston and several other leading American railway lines, has written a pamphlet on the subject of the Canadian Pacific Railway, which has been reviewed in the October number of *Rose-Belford's Monthly*. The perusal of these papers will prove interesting and instructive. The General condemns in energetic terms the present location of our projected national highway; and contends, that the four millions spent in preliminary surveys have been, for all practical purposes, thrown away, our engineers having failed to discover the best, or even a reasonably practicable route for the railway. His objections to the present location may be summed up as follows:—That the Eastern terminus of the road—which, in all common sense, should have been fixed at tide water—is placed in the woods at Lake Nipissing. That from Lake Nipissing to the head of Lake Superior the railway will run through a miserable rocky country, unfit for settlement, and necessitating works of a most costly character, besides being exposed for 150 miles, along the shores of Lake Superior, to seizure by U. S. armed vessels. That from Thunder Bay to Selkirk, on the Red River, the line will pass through a country of much the same character, and so near the frontier as to be within two days march of a hostile army. That, from Red River to the Rocky Mountains, the