

## OUR OWN PRO

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The London Times  
on British Colonies  
its Resources

To learn the price  
to pay for confederation  
way from ocean to oce  
must climb by rail up

Rocky Mountains to the  
ing Horse pass, and to  
the defiles and the val  
site slope across the S  
ranges and pass the can  
and Thompson rivers, to  
the Pacific. He must  
railway in winter, when  
at a hundred points av  
are seen ready to desc  
peaks, he must vis

when, looking down, u-  
dous torrents that roar  
from the melting snows  
with what elaborate c-  
have been overcome; i-  
sensation of gliding b-  
over bridges which str-  
slender spiders over t-  
pines; he must ride und-  
built with strength s-  
the avalanche rush o-  
look down from the  
into the depths of the  
must be whirled, ascen-  
around the curves

he must look out for himself continuously on the mountain peaks, in the gorges and embattled passes, in the long, narrow valleys, and in the make up the impressive scenery of the greater Columbia. When he has the courage of the enemy, such a task of railway construction, the energy of the continent, the material of the laborers by whom it

and admired the organ which has kept this for several years free from danger or serious obstacles even more striking with its construction.

Ontario, the base from which was approached from the north is 1,600 miles away. The road is 100 miles long, and the road around Lake Superior had a wilderness of rough, uninhabited and well-

ble, save for the all-  
which draw supplies  
followed twelve hund  
all of which was also  
the railway opened th  
All this had to be tr  
foot of the mountains  
the really serious wor  
what purpose was this  
Rockies and Selkirks,  
wide, to be crossed?  
Not to unite two  
striving for closer i  
the case when the fo  
ple of the Eastern an  
already advanced far  
sippi, made the first A

in touch with San  
large populations of  
which was also press  
of the Rockies. In  
there were only four  
in British Columbia th  
fifty thousand white  
tion of a small Eng  
town—and few of the  
when the railway wa

was to complete and  
conception, to pave the  
cial and political ad-  
remote, and by many  
that the work was fa-  
bia, insignificant in  
nificant enough in p-  
of its resources. It  
cific, it had splendid

power and commercial interests suggested a new and more direct route to the Orient and to the statesmen at Ottawa to look over the route beyond the Pacific by sea. The imagination; many of the statesmen of the day, however, had the rapid course of the Pacific Ocean already been a fact. They were, perhaps, too busy to know when Japan was a rising power, and mail and transport facilities were not yet complicated. The fact, however, that the schemes are being carried out, and that the docks and fortifications are being completed in Japan, Canada, that they are missing joints and that the empire. With this they were also solidation to the old

great common task, enthusiasm which den widening of the did more than an these provinces out cles and give them citizenship.

So, though British great addition to the ada, its absorption

It gave the Dominion one might rather say, climates, for between the Rockies and the there are gradations climatic effect for later as marked as northern Idaho.

ward many miles  
the wealth of the  
Atlantic, and won  
its mingling of g  
ford. It opened u  
fields for enterpris  
I have shown ho  
of the Northwest  
Eastern Canada; th  
bia have an indivi  
ed, and distinct fr  
This might be inf  
of the country. E  
somewhat inclined

sea or mount