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OUR NEW PROVINCES.

BRITISH COLUMBIA.

BY LIEUT.-COL. COFFIN.

MR. LANGEVIN'S Report, as Minister of Public Works, is an exception to the general wearisomeness of blue books. Divested of its externals it rises, as read, in the opinion of the reader. As being the result of five weeks of laborious and well directed enquiry, it is most creditable—terse, yet not dry; compendious, replete, suggestive. It comes too, most opportunely, when the popular mind in Canada craves for information on the subject of British Columbia, and it comes *ex cathedra*. We know that, if we can rely upon anything, we can rely upon this, for the writer has achieved a reputation for truthfulness and discrimination, and from the position he occupies is, therefore, doubly trustworthy.

The mission of the Minister of Public Works for the Dominion to British Columbia embraced not only an examination into the state and condition of the public works under the control of his Department, but enquiries, even still more important at this particular time, in relation to the projected Pacific Railway, and the final settlement of its western terminus. Of all questions destined to govern the future of this great Dominion, this last is the most pregnant and the most critical, and it is clear that this great question has been with Mr. Langevin a paramount object. Like the celebrated White Horse in a battlepiece by Wouvermans, view the picture in whatever light you may, above the smoke of the conflict, and amidst the crowd of accessories, that White Horse is ever the most prominent and the most attractive feature.

We shall have occasion, by and by, to revert to this leading feature in Mr. Langevin's picture, but among the accessories we may note, first, the agreeable climate of Vancouver Island, which resembles that of England without its humidity; where the summer is dry and warm, the autumn bright and balmy, the winter and spring open, though wet; where, in seasons exceptionally severe, ice forms to the thickness of a penny piece, but where, in compensation, gooseberry buds