

work in that service, as he has since become by his unobtrusive aid in assisting all good causes whether they require his support in Canada or Great Britain.

From the moment that these gentlemen put their shoulders to the wheel, we felt the affair was only a question of time, and that victory must soon crown the desire to span the continent and unite the provinces. The object was a national one, for how can a country live in isolated sections, barred each from each, except by passage through a foreign land? How can a political whole be united together, when there is no backbone for the limbs? A railway traversing the Dominion on its own soil would give new life and hope to the enormous territory, would carry emigrants direct to the place where they would be settled, would give to the farthest communities a pledge that their interests were not to be neglected or sacrificed, and would brace with the invigorating influence of national feeling the cohesion and solidarity of Canada. In 1881 the incorporation of the new company took effect, and with a capital of 100,000,000 dollars the start was made. Twenty-five million dollars in cash was to be given by the Government, and an equal number of acres of good land in the new territories was to be added.

In the far west almost nothing had been done. There great canyons between immense precipices had to be threaded, and ledges made and tunnels bored along the mountain's face, over torrents that rose with the summer melting of the snow a hundred feet in perpendicular height, sweeping with tremendous violence through the bottom of the gorges. Yet the Government promised to carry out the plan here also, and two hundred and thirteen miles of road-bed had to be laid and furnished to the satisfaction of the company. It was even undecided where the terminus was to be; but this was soon settled, and a lovely fiord running far up into the hills was chosen, having at its mouth an excellent harbour. Along the shore of this ocean inlet grew wondrous specimens of the Douglas fir and gigantic cypress, to the height of 150 and 250 feet, and of a girth of 25 and 30 feet. These stand close to the water's edge, and it is on the borders of such sheltered coast that the tallest trees are found. Inland there are magnificent groves of the same species, clothing the valleys of the Columbia River, but the finest are to be seen near the sea, and it is to be earnestly desired that they may be preserved in some area