

Resources of British Columbia.

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AN IMPORTANT EVENT.

*English Opinion on the Results of the Completion of the Canadian Pacific.*

The London *Times* of the 20th May, contains the following article on the important results, both Canadian and Imperial, likely to arise from the completion of the Canadian Pacific Railway through to the Pacific, an event which the faultiness of the *Times*' information has led it to conclude has already occurred, but which will not take place for some months yet.

A most important step has been taken towards the material consolidation of the Empire by the completion, which we announce this morning, of the Canadian Pacific Railway. That great work, connected as it is with the railway systems of the Eastern Provinces of the Canadian Dominion, joins the Atlantic and Pacific oceans by a line running all the way through British territory. The rising in the Northwest, which has been almost stamped out by Gen. Middleton's victories and by the capture of Reil, has drawn public attention in this country to the strategical importance of this railway, and military authorities have long been anxious lest the delay in its completion should deprive the Imperial Government of a most valuable resource in the event of a war with Russia or any other power that might become formidable in the Pacific. The last part of the unfinished section of the line, near Jackfish bay, on Lake Superior, was laid on Monday night, and it may be made immediately available for traffic, if the necessity should arise. It appears, indeed, that when enquiries were made by the War Office as to the prospect of sending troops across to British Columbia by that route, the answer was somewhat unexpectedly returned, that the transport could be undertaken at once. It may, therefore, be presumed that the connection by rail is now continuous, as our Philadelphia correspondent mentions, from Halifax to Port Moody, in British Columbia, whence the steamship routes for Japan, China and India are intended to start. The great port of Nova Scotia is one of the chief military positions which form the corner-stones of the Em-

pire, and the advantage of connecting that place as well as the cities of Canada proper with the Pacific Province is too plain to stand in need of argument. British Columbia and Vancouver Island have hitherto been left out in the cold, not without danger to Imperial as well as the local interests. The completion of the railway will enable the Government to send reinforcements for their protection if the necessity should arise, or even to make them the basis of offensive operations on the coast of the Pacific.

The Canadian Pacific Railway has advantages which ordinary cartography, owing to the illusion of projection, does not adequately exhibit. It seems from most maps of the North American continent as if the Canadian Pacific line was a good deal longer than its rivals which run through the territory of the United States. The distance however from Montreal to Port Moody is only 2,870 miles, while the distance from New York to San Francisco by the shortest of the United States lines is 3,331 miles. Not only Halifax, but New York and Chicago are nearer to the Pacific terminus of the Canadian line than to San Francisco. Indeed, the route across the Pacific to China or Japan ought to insure when properly organized, a considerable saving of time over any of the present routes. Now that the rails have been continuously laid from the shores of the one ocean to those of the other and lie nowhere outside the Queen's dominions, there are other reasons, besides those merely of convenience and commercial interest, for giving the enterprise all possible encouragement. The confederation of the widely different mutually jealous provinces which were united in 1867 under the style and title of the Dominion of Canada have been drawn and welded together during the short space of eighteen years quite as much by the development of the railway system as by political institutions. The Inter-colonial railway, connecting the Maritime Provinces of the Atlantic seaboard with Quebec and Ontario, has been followed up on a still greater scale by the Pacific line, which, after many vicissitudes and difficulties, has at last been triumphantly carried through. This success may be supposed to be marked by the arrangement for a division of traffic concluded, as is mentioned in our money market article, with the Grand Trunk company. The amalgamation of the Northwestern territories and of the provinces beyond the Rocky Mountains has been retarded by the two serious breaks in the permanent way which till lately existed, the one in the territory of British Columbia, just beyond the great mountain barrier, and the other on the northern shore of Lake Superior. These have now been filled up, though the latter, little more than a month ago, interposed an inconvenient delay in the conveyance of the troops intended to reinforce Gen. Middleton. Our correspondent, writing on the 10th of April from the camp at Qu'Appelle, mentioned three places on the section of the line east of Port Arthur—one of fifty-three, another of forty-eight miles, and a third of ten miles—where transport in sleighs had to be organized by the railway company. This gap is the last which has been filled up, by the completion, as our Philadelphia correspondent telegraphs of the works at Jackfish Bay on Lake Superior.

The time, it is calculated, within which troops