

jest in 1871, was an accomplished fact at the present time; because the railway passed within a very few miles of that rapid, and its course from east to west brought China a thousand miles nearer Liverpool than any other route. As the reader of the paper had stated, vessels were running regularly between Vancouver's Island and Hong Kong; and there was no doubt that the rapidity of their ocean navigation would bridge that ocean just as the great steamers have bridged the Atlantic Ocean between Liverpool and Quebec. The sense which he entertained of the kind hospitality he had received in the Dominion, and his conviction that a great future was in store for her, made Canada the object of his affections, of his most sanguine hopes, and his largest expectations.

Mr. JAMES MOSSE said that as chief engineer of part of the Inter-Colonial Railway in 1860, before it was taken up by the Federal Government, he should like to make a few remarks. In the first place he wished to mention a very interesting historical fact, which probably had not come under the notice of many persons. The first idea of the Inter-Colonial Railway between Halifax and Quebec was conceived in 1825. In 1848 the Secretary of State for the Colonies sent out a party of officers of Royal Engineers, under the charge of Major Robinson, who made the preliminary survey. It was very rough, but it proved the possibility of making a railway, and it was considered an imperial more than a Canadian work. In order to avoid that terrible bend which the Ashburton Treaty allotted to the United States, instead of going through the State of Maine, it was taken round the coast of New Brunswick. That scheme for many years hung fire. In the meantime the Government of Nova Scotia made a certain portion of what was afterwards the Inter-Colonial Railway between Halifax and Truro. Of that particular portion he was afterwards chief engineer. The Government of New Brunswick then made another portion from St. John to Monckton and Shediac, which for several years ended there. Afterwards Brassey and Co. came in and made the Grand Trunk Line from Montreal to Quebec, and afterwards to River Du Loup, where it stopped, and it was not until the Dominion of Canada was established, about the year 1864, that the first survey was undertaken by the Canadian Government, under the charge of Mr. Sandford Fleming, C.M.G. Though the idea was first started in 1825, it was not commenced until about 1866, and some ten years afterwards it was completed. In contrast to the Inter-Colonial Railway, which from first to last occupied some fifty years in cogitation and construction, the expedition practised on the Canadian Pacific Railway was most extraordinary. The works on 1,910 miles of main line were commenced in May, 1881, and completed in December, 1885. The *modus operandi* displayed a remarkable amount of organisation: the engineers went ahead "locating" the railway, then came the men employed on earthwork or "grading;" these were followed by the tracklayers, that is men laying the rails, and lastly came the waggons for housing the men and for carrying provisions. The whole work proceeded *pari-passu*, and with such expedition that