

THE CANADIAN PACIFIC RAILWAY.

IT may be, and is, undoubtedly true that the primary objects of the road have been to connect the various Provinces of the Dominion, and open up her vast and fertile tracts of country to settlement and production; but if Canada had only these objects to depend on it would be questionable whether the enormous expense of so vast an undertaking would be ever remunerative or warrantable under the most exaggerated ideas of prospective growth either in population or trade. When, however, in addition to these considerations, which are the chief, if not the only ones the other various American Pacific lines of railway can rely upon, there comes to be added the grand National and Imperial idea for a continuous all-British line of transportation around the world, of which the Canadian Pacific railway is to form the main connecting link, then all doubts as to the warrant for its creation, and as to the unquestionable guarantees for its almost incalculable prospective remuneration, will kick the beam in the scale of pure financial reasoning or vanish like the mist of a midnight dream of apprehension in the morning.

It is a axiom in science that a chain is no stronger than its weakest link. The truth of the same principle holds good as to the connecting links that hold a nation together. If England should rely solely upon the Suez Canal, which the sinking of a single ship therein could effectually blockade, the tenure of her enormous Asiatic and other Eastern colonial possessions would be held by a slender thread, and the vast sources for her wealth of commerce, both present and prospective, would be liable to evaporation. It is not for that end that she

has girdled the globe with guns, the sea with ships, and the whole world with the products of her labour. The Canadian Pacific Railway not only completes but connects her national chain of communication which almost any human combination would find it difficult, if not impossible, to sever. The attempt, however, would prove like the terrible shock of the most highly-charged galvanic battery to the reckless grasp of an uncalculating hand.

But these may not, without justice, be said to be mere ideas. Give us facts.

It is a well-known fact, as has been authoritatively announced, that it is the intention of the direction of the Canadian Pacific Railway to place a line of fast steamers to ply between their Pacific terminus and Japan and China. These ships will connect with other lines of steamers already plying between those countries and various ports of India, Australia, and New Zealand. The early direct connection by steamers between British Columbia and those last-named islands of the Pacific is also part of the Canadian Pacific Railway's programme.

Up till very recently the site for the western terminus on the Pacific has not been made publicly known. Within the past week, however, it is announced that the Canadian Pacific road has definitely selected the head of Burrard Inlet as the site for the western terminus. The port will be called Vancouver, and the construction of wharves and railway stations commenced forthwith. The track will be extended by the end of June next, twenty miles from Port Moody to Vancouver—the terminal port.