

the results have, to quote the phrase of the market, "exceeded the most sanguine expectations of the promoters."

One requires to exercise a vast deal of self-repression to avoid dropping into statistics in dealing with such a subject as this, there were so many marvels in connection with the construction of the Canadian Pacific that can be properly exploited only through the medium of arithmetical symbols. But the editorial blue pencil is a thing to be deeply respected, and to obviate excuse for its exercise the seductive statistics will be sternly shut out from this article.

A few dates and prefatory data may, however, be permitted. British Columbia was the immediate cause of the Canadian Pacific, as this otherwise isolated province made it the essential condition of her joining the Dominion, in 1871, that the railway should be begun at once and be completed within ten years.

The task of fulfilling this national contract was a mighty one; and three companies were formed and failed, and one government fell from power in trying to carry it out, with the result that British Columbia at last, in 1875, had to consent to a ten years' extension of the time allowed. Even then construction proceeded very slowly and spasmodically until 1878, when Sir John Macdonald regained office and put new life into the work. Two years later he succeeded in transferring the bulk of the enterprise to a syndicate of Canadian, American, and European capitalists, out of which developed in due time the present corporation, and this company went at the work with such extraordinary vigor that their entire portion of it was completed in less than half the time stipulated, and the government, not to be outdone, took only a few months over the five years to finish up its part.

Thus it came about that in June, 1886, the first through-train for the Pacific coast left Montreal, and safely accomplished the most memorable railway journey in the history of Canada.

By that time the company, though scarce five years old, was in sole possession of nearly five thousand miles of railway fully equipped and in capital working order, for whose panting engines and luxurious Pullmans and gaping freight-cars there was, strange to say, already waiting a large and profitable traffic in goods and passengers.

The subsequent eight years have been marked by an enormous extension of the system and development of business. Not content with a practical command of the situation in Canada, the company reached out its arms for the teas and silks of China and Japan on the one hand and the products of the European marts and factories on the other. The main line was extended eastward from Montreal to a connection with the railway system of the Maritime Provinces, while a superb line of steamers, to which further reference will be made, was set running between Vancouver and Yokohama, and the day is possibly not far distant when another line of ocean greyhounds will speed from Halifax to Liverpool, and thus complete the chain of connection between Yokohama and London.

In addition to this a line has been built from Sudbury, to Sault Ste. Marie at the outlet of Lake Superior, where a fine steel bridge effects a connection with two important American lines leading westward,—one to St. Paul and Minneapolis and thence across Dakota, and the other through the numberless iron-mines of the Marquette and Gogebic district to Duluth. Still another line carries the company's cars from Toronto to Detroit, where the way is open for