

Ontarians the New Brunswickers and Nova Scotians. And as to the quality of the soil, the veil had been lifted. Even Richardson, long ago, when accompanying Sir John Franklin, had declared the Saskatchewan country to be good. So the world began to believe in the North-West; and Canada saw that she must have it soon under control, or the active American might go in and possess it, and she decided to build a railway. She was so keen about doing this that, in order to get an indispensable member of her future sisterhood of provinces under the national government, she promised British Columbia that the line should be made so as to reach the Pacific in so short a time that the Government must have anticipated a direct interposition of Providence in their behalf. The difficulties seemed almost insurmountable. The north shore of Superior was known to be a mass of rock. Then mighty mountain chains barred the way to the western coast, and no one knew of a pass on the most direct route through the "Rockies." There was one far to the north, and it was resolved to lay the line across the plains so as to reach it, and then to take a zigzag course down the easiest river courses. But it was soon acknowledged that much more time must be given to surveying. Most fortunate of all, of those who had seen the advantages of the country, was Sir George Stephen. He had control of a tract which virtually gave him as much land on American soil as exists in the whole of Lowland Scotland. The improvement made in that part of Minnesota through the energy of himself and his friends was phenomenal.

Full of eagerness as was the Canadian Government to open up Manitoba, it was difficult to see how the feat could be accomplished. It was much to be desired that a syndicate should be formed which would command the confidence of men in the Old as well as in the New World. The patriotism of Sir George Stephen made him at all events go to judge for himself of the value of Manitoba. He came back, as many a man since has come back, convinced that in the North-West lay the future prosperity of Canada. But the Government terms were hard, for they had to satisfy public opinion, which is always suspicious of bargains made with individuals, however eminent for integrity and pluck. Pluck was the quality required, and in the case of the future president of the Canadian Pacific Railway there was no doubt that this existed. With remarkable