

THE NEW HIGH-ROAD TO THE EAST: THE CANADIAN PACIFIC RAILROAD.

BY HENRY COUPLAND.

I PROPOSE to-night to give a short description of the new trans-continental railway called the Canadian Pacific System. As it is as yet comparatively little known, only having been opened for through traffic last spring, and as it is a subject of national importance, a few particulars may be interesting. Stretching from Halifax on the Atlantic, through the heart of our great Dominion of Canada, to Vancouver City on the Pacific, it presents a continuous line of rails for over 3,000 miles. Such a thing has never been attempted before. By the construction of this line we are placed in direct communication with the Pacific Ocean, in a little over a fortnight from Liverpool, and from the magnificent natural harbour at the western terminus, steamers will be running shortly to all the countries of the East. As an alternative route to the Suez Canal, should that canal ever be blocked to us by foreign complications, the Canadian Pacific, running as it does entirely through our own possessions, will be invaluable as a means of transport of men and material to India. Compared with the Union Pacific Railway, the Canadian Pacific will shorten the passage from Liverpool to China in direct distance more than 1,000 miles. From Halifax to Montreal the line has been open some time under the name of the Intercolonial Railway. Montreal is the eastern terminus of the Canadian Pacific proper, and it is from here the through trains start on their six days journey to the far west. As there is only one train each day from east to west, and one from west to east, it is not difficult to arrange the time for commencing one's journey. Starting from Montreal at 8 o'clock in the evening, a magnificent panorama of the St. Lawrence is obtained. Then striking inland the river Ottawa is reached,