

was the signal for arousing the North-West from its previous lethargy. The spring of 1881 saw the inauguration of a new state of affairs. The country seemed at one moment to spring to life and vigour. It was evident that the gentlemen comprising the Canadian Pacific Railway Company were men of energy as well as men of business. The railway westward from Winnipeg was at once pushed forward; and last season the rate of construction surpassed anything ever accomplished on the American continent, while the road is at the present time finished and in running order for over 900 miles west of Winnipeg. In addition to this the more eastern sections—namely, between Montreal and Algoma, a distance of 539 miles, and from Port Arthur, on Lake Superior, to Winnipeg, 435 miles—will be ready for traffic this spring. The company, with its branches, will thus have some 2,000 miles in operation this season, not quite three years since the charter was granted. Three large steel steamers, of about 2,000 tons each, built last summer in Glasgow, are being placed on the lakes to run in connection with the system, so that the Canadian Pacific Railway is this spring taking passengers over its own line from Montreal direct to the Rocky Mountains entirely through Canadian territory.

In 1868, or about fifteen years ago, I accompanied, along a part of the route, the first exploring party of the Northern Pacific Railway. Thirteen years afterwards, in 1881, the Canadian Pacific Railway was commenced, and yet the two companies to-day have about the same mileage in operation. What a contrast in energy and success!

There is still, however, work to be done to complete the all-rail connection between the Atlantic and Pacific Oceans, and it is satisfactory to note that the work of construction is to be carried on this year with the same vigour that has so marked the operations of the company in the past. The track has now been laid from Port Arthur, the western Lake Superior port of the system, for a distance eastward over the north of the lake of some 100 miles, and is to be pushed forward rapidly during the coming season. In the Rocky Mountains the work of construction is to be resumed this month, and the track laid from the summit of the Kicking Horse Pass, which was the point reached last season, westward through British Columbia; and it is confidently expected that the whole line will be completed by the end of 1885. One point that forcibly strikes the traveller is the solidity that has marked the construction of this national Canadian highway from the outset. The road is graded several feet above the surface of the prairie, creeks and rivers are spanned by substantial bridges, and stations are provided with commodious sidings and buildings. This superiority of construction was last winter put to the test, and it is worthy of note that, as compared to railroads in a more southerly direction, where snow blockades have been frequent, the Canadian Pacific Railway has been almost entirely free from them. Indeed, a number of eminent railway men in the United States,