

places considerably wider. The rivers crossed by the line are spanned by iron bridges; the abutments—indeed, the stonework throughout—being the best kind of masonry.

There were few accidents to call the hospitals into requisition, and such was the care exercised in the dynamite factories that no casualty whatever arose in the manufacture of the tons upon tons of explosives. There was, however, one serious result from culpable ignorance and temerity, four men having brought dynamite into one of the houses and placed it on the stove to thaw! The experience was a severe one, but to these poor fellows it carried no benefit. The survivors were more cautious. After the works were completed, care was taken to demolish the dynamite factories so as to render them innocuous.

I am sure it will be the wish of all patriotic men, be they British or Canadian, that this backbone of the Dominion may, year after year, draw ever-increasing profits. Troops and freight may thereby be sent by a route twelve hundred miles shorter than any other to China and Japan. Mail service, if sent over by this way, will be greatly accelerated, and none but British ground, and none but British ships, need be touched from London to Hong Kong. It is a noble work nobly performed.

As a purely Canadian work, this Pacific Railway fulfilled its primary purpose when it connected the Atlantic with the Pacific seaboard, and linked all the provinces of the Dominion together by a road lying entirely within their own territories. But its still greater importance to the Empire at large, and to Canada also, lies in the possibilities of extended trade, and of increased safety to Imperial interests all over the world, which the construction of this great highway has opened up. It affords a safe alternative route, without touching foreign soil, between England, Japan, China, India, and Australia.

It is confidently anticipated that if the proposals now made by the Canadian Pacific Railway Company are accepted by the Imperial Government, the mail service which is at present performed *via* Suez, between England and Hong Kong in 34 to 37 days, Shanghai 39 to 42 days, and Yokohama 43 to 46 days, will be performed, by the Canadian route, in 29½ to 31½ days, 28 to 30 days, and 24 to 26 days respectively.

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