

towards it, and remind you that until the Canadian Pacific Railroad is built the Canadian Government would have to send from its Store Department at Ottawa or Montreal round by Cape Horn every musket, every pound of powder, and every uniform button required in British Columbia. I fail to see the advantage of the boasted belt of territory that circles the globe if the electric current of Imperial power which is absolutely necessary for Imperial defence cannot freely permeate through it. The completion of the Canadian Pacific railroad is not merely a vital necessity to the integrity of the Dominion, but of the Empire. It is as much an Imperial as a Colonial question. Its completion would be the realization of the dreams of Christopher Columbus, of Vasco di Gama, and the numerous hardy mariners who have tried to force their way to the east by frozen north or south, or sultry tropic exploration. The shortest route from Ireland to Japan by a thousand miles would be the great circle of the globe along which the Canadian Pacific runs. By it will return the costly silks and teas of China, the products of the Spice Islands, of Australia and India, the cotton of Feejee, as well as the grain of the great valley of the Saskatchewan. Without it Canada is a *cul de sac*. The struggling nationality resembles a young giant, whose careless parents allowed one nostril to be stuffed up by the loss of the unfrozen seaports of the State of Maine, and now, after giving up Oregon and the San Juan passage, that other Canadian nostril, we are threatened with the secession of British Columbia, which can neither be defended or traded with. Trade is the life-blood of Anglo-Saxon communities, and railroads the arteries. Never having had the good fortune of being permitted to visit the country, as fell to the lot of my assistant inspector, I have carefully read the exploration reports, and I do not believe in insurmountable engineering difficulties. The railroad will yet follow the Indian trail through the Tête Jaune pass, which is only 4,000 feet, half the height of the lowest pass on the United States line. Salmon make their way up to the head-water of the Frazer river; 12 feet is the limit of a salmon leap. The trail of the Indian, the run of water systems, is the natural line of railroads. Three out of four of our explorations have been athwart three ranges of mountains. The following extract from the Militia Report, page 306, will show the action taken by General Selby Smyth, which is, I am informed, to be supplemented by the further Report of an Engineer Officer from England, and a Royal Artillery Officer from Canada:—

*Extract of Report on the Site, Construction, and Armament of the Coast Batteries, erected for the Defence of the Harbours of Victoria and Esquimalt, Vancouver Island, British Columbia—during the months of June, July, and August, 1878, by Lieutenant-Colonel D. T. Irwin, Captain Royal Artillery, and Inspector of Artillery.*

The following extract from the general instructions received by me on the day of my departure from Kingston, 13th May, 1878, affords sufficient information as to the general nature of the work proposed to be undertaken, together with the limitations imposed as to its extent, viz:—