

EAGLE PASS WAGON ROAD.

The Eagle Pass Wagon Road, to be built from Shuswap Lake to the Columbia River, will be forty-five miles long and the promoters expect to have it completed in about a year. This, it will be remembered, is a part of the work undertaken by the Kootenay and Columbia Railway and Transportation Company recently incorporated. The road is for the purpose of enabling supplies and materials to be brought to the Columbia River, on which a line of steamers will be built and operated. The construction of the road and the more extensive enterprises with which it will be connected will involve the expenditure of large sums of money and the employment of many hands. The well known financial ability and tireless energy of the men at the head of this enterprise are a sufficient guarantee that the work will be prosecuted with vigor. They have already entered upon the initial portion of the work in the manner which characterizes all their undertakings. The *Yale Inland Sentinel* says:

Sunday's boat brought a number of men and supplies for the commencement of the work immediately. Mr. H. Joyce, the engineer, is a young man of evident ability, and Mr. Neil McNeil in charge of the party is a man of experience in handling men and doing work; Mr. David Cook, the able assistant, is from Victoria District, Ont., where he has had good experience in road building, and was some years upon the Northern Pacific Railway, as well as the knowledge gained upon the C. P. Railway. The men are, mostly young men and, no doubt, will give a good account of themselves. The present force of men going up is 36, and is soon to be increased, when the work is properly laid out, tents pitched, etc.

Mr. U. Nelson's freight teams took up the supplies necessary to be sent from the front. Provisions, horses, oxen, etc., will be purchased up country. It will thus be seen that already will the inland country as well as the line of travel derive a benefit from the opening up of the Eagle Pass Wagon Road, and when once completed it is believed the expectations of the most sanguine as to the good effect will be realized.

Progress of the Canadian Pacific Railway.

Ottawa papers recently received contain the gratifying news that the Canadian Pacific Railway Syndicate has assured the government that the road will be completed in December, 1866, four and one-half years sooner than the contract calls for. Of 2,875 miles, the total distance from Montreal to the Pacific seaboard, 1,749 miles have been completed. During the summer season freight can be shipped through from Montreal to Winnipeg, and by utilizing water stretches a practicable route has been secured. On the north shore of Lake Superior forty miles have been completed, and surveys of 485 miles will be completed in two years, thus giving an all rail route from Mon-

treau to Winnipeg. The adoption of Kicking Horse Pass, in the Rocky Mountains, shortens the route 110 miles. The minister of railways states that the cost of the road will not exceed his estimate one single cent, and that by the time of its completion the government will have derived \$28,000,000 from the sale of lands, etc., which, with the land grant to the syndicate, will cover the entire expenditure of the road, thus practically giving a Canadian road, connecting the Atlantic with the Pacific, without adding one cent to the burden of taxation.

After the long years of weary waiting this is indeed welcome news, especially to this Pacific Province which has lost and suffered so much through delay in its construction a delay of thirteen years, with a broad belt embracing 20,000 square miles of the lands in the southern portion of the province withdrawn or rather locked up from settlement, and consequently rendered as unproductive for all that time as the ice fields of the Arctic regions. But now that all this land will immediately be thrown open for settlement and the road completed so soon, there can be no doubt that British Columbia affords to-day the best field for immigration of any country in the world.

VICTORIA'S HARBORS.

We have often heard the statement that the harbor facilities at Victoria are entirely inadequate to the shipping requirements of a great commercial center. Now the fact is that this city is not only well supplied with harbor accommodation, but it possesses unusual advantages in this respect. Besides the inner harbor which can be entered with safety by the largest vessels at full tide, and will be by all at any time after a few obstructions have been removed, there is the outer harbor at Shoal Point where extensive wharf and warehouse accommodations are being erected by the enterprising firm of Messrs. Welch, Rithet & Co., and are now rapidly approaching completion. In addition to these two, and on the approach to them, is the magnificent harbor of Esquimalt, easy of access at all times by all classes of vessels, and as well sheltered and as calm as if the waters were held in the hollow of the hand. This latter is only three and one-half miles distant, and when the population and commerce of this city shall so increase as to require more extensive shipping facilities, it will be found that a like expansion in its area has taken place, and then the beautiful, safe and commodious harbor of Esquimalt will be lying placidly at its feet. We hazard nothing in the prediction that the road hence to Esquimalt will yet be to Victoria what Market Street is to San Francisco its chief commercial thoroughfare.

New Brunswick was taken from Nova Scotia and made a separate province in 1785.