

unremitting vigor, and early in 1885 the line was complete from Montreal to Port Moody, the last rail having been laid at Eagle Pass. Contrary to the expectations of a great many persons who invested their money in property at Port Moody, the terminus of the line was changed to Coal Harbor, on which the City of Vancouver now stands. This was in consequence of the insufficient accommodation afforded at Port Moody for shipping purposes. At Coal Harbor not only was there unlimited accommodation in this respect, but the Inlet at this point was so broad and deep, and so completely land locked, that it afforded a harborage for vessels second to none on the coast.

With the completion of this mighty work—this national trans-continental highway—a new era dawned for British Columbia; new blood and fresh energy was infused into the body politic and the possibilities of successful development became less uncertain and less difficult of accomplishment. Along the line of railway, at favorable points, the nuclei of future towns were laid during the period of construction, many of which have already become places of some importance and must, with the continued settlement of the Province, attain large proportions. Business on the coast increased at once, and the population of the cities doubled in a few months. Among the thousands who crowded into the country immediately after the completion of the railway were many of the shrewdest men of the east. A majority of these remained in Vancouver, the terminus of the railway, a town whose growth and prosperity have been unexampled in the history of Canadian cities. From a village of two hundred persons in 1886 it has become a city of eighteen thousand in 1890. On the 14th of June, 1886, the town, then rapidly progressing, was completely destroyed by fire and three thousand people were left without a shelter, but with that energy which has since marked its existence, the inhabitants set to work to erect better structures on the sites of their ruined dwellings. When the nature of the British Columbia forests are considered, and it is remembered that the site of the now handsome City of Vancouver was three years ago covered with dense underbrush and mighty trees, the energy displayed by the inhabitants will be regarded as little less than marvellous. In 1887 the railway was extended from Port Moody to Vancouver, and a line of steamships was provided to run from the terminus of the route to Japan and China. The advantages of