THE C. P. R. FORESHA Patriotic and Prophetic

nefits and Necessity for Ably Pointed out 18 Year ---

Mr. Thos. C. Keefer, C. M. dent of the Canadian Society gineers and first Vice Presi American Society of Civil Enghas been in Victoria during the and who will report on our schemes, came over the Canarailway for the first time, a w promotion of which he has In 1869, two years before

In 1869, two years before cific railway charter, and whe ation only extended to the quired from the Hudson Be Keefer published a series of 1 Ottawa and Montreal papers a continuous railway through ritory, as a necessary consequacquisition of the fertile belt

only as regards the national also as to the international rest. Marie. St. Marie.

The following extracts froters which appeared in the O in 1869 will now be read with the orange of a second s

"Touching the dream of way through the Saskatchev dreamed about it in publi 1851, when we had not a mi between Sarnia and Halifax section from Lachine to St and the Victoria bridge was quite as much of a dream. We since 1841, carrying on a gig tition in canals and railway great republic to the south equal the struggle, nobless must go on. We cannot af our right flank enveloped by ed lines of our great rival, rolled up to Hudson's bay.

If, like the American Powe can utilize our territorial cure a Canadian Pacific should we not do it? If we great Pacific stream-inclu the Saskatchewan-will southward of Lake Michiga lantic; while on the other ha from Montreal through the and northward to Lake Hu couver would bring a Cana seaport several hundred mil Pacific one than any Americ easier grades, and genera country as good in mine we prevent the new territorin Rupert's land from become make both the railway and contribute to the future weaperity of the dominion.

pears an unequal struggle f ion, and certainly question, but if it mean on premium for the construction way the whole continent no becomes a matter of admini-ly. We are called upon to sequestered estate of the Company, and inasmuch as way, the country would be the cost of its own gover without it, it must be gove

ritory at our expense, Some, again, will say it's be the case, are there to cakes and ale?" Had we n ilway—I mean a fic one-be less after annexation than now be half as much chance of i ed out then—with all the ence of the Atlantic seal Boston against us, as now never be done but as a and by British people, one it would commence at Our only course is to de

be our fate henceforth, in other minor nations, to raelites built the temple, in one hand and the trow in one hand and the trowe but we must work nev whether we are to stand a standard bearer of Englan tion with the whole, the h or one or more of the Stat in the future shuffle of ter this continent, it behowith such a dowry as will ed, and such an equipment us to hold our own in who may find it advisable agement to assume this I other state south of us. to the North Pole, unas or sea in the rear or on ei give our whole attention this unchangeable strenth ever have its weight in the

da among the powers o LETTER NO "I have said that from position the Ottawa vall the favorite route to Eur Pacific mails and passeng fornia, Utah and severa rorma, Utah and severa western states possible on cisco to Halciax will be fathe south pass in the Rothe territories of Wyom Minnecota, near St. Fpeninsula of Michigan, Sthe Ottawa valley and QAn air line from St. Lopasses northward of the An air line from New Orl passes through the Strait

Passes through the Stra These facts show us t portance of our geogra that Canadian railways hereafter compete for of a very important por

It is 150 miles shorter Montreal by the way of and the Ottawa valley th Detroit; and when we low with which Minnesota i dreds of Germans, Swede pouring in every week, the approach of a Canadi Sault Ste. Marie would struction of the direct recopper penisula, soon to copper penisula, soon The trend of the Atla Pacific coast of North

line of great circles.

steamer from Florida t
Pacific one from Califor lowing the shortest rou coast and coal at Sydne Atlantic, or Vancouver Pacific. The Dominion torch to commerce on et we look at the interior graphical position of the An air line between a n north Atlantic port of say from Washington to of 49°, and of Lake Su city to Montreal. Ou