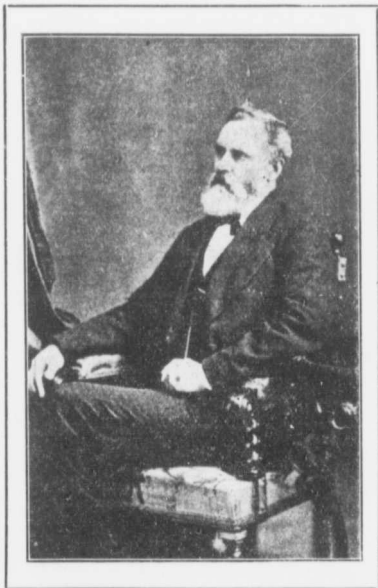


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Early History of C.P.R. Road

BY
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IN THE brief early history of Canada's first transcontinental railway which I am about to outline, and to accomplish the ultimate construction of which I took the first active steps, the important objects I had in view were as follows:

1. To discover that a practicable line could be obtained through the mountains of British Columbia.
2. To be certain that it was the best obtainable line.
3. To find where the best western terminal point on the Pacific Coast would be.

4. To build up a large commercial city at such western terminus.

To accomplish the above objects I had for many years a long, very difficult and often most disheartening road to travel, but by sticking tenaciously to my purpose I found:

1. The way for the railway.
2. The best commercial line to adopt.
3. The western terminal point I selected was Burrard Inlet.
4. The large commercial city I had in view is now the City of Vancouver, and the transcontinental railway I proposed is the Canadian Pacific Railway.

Years spent in making careful and very extensive explorations through the western portion of Canada, especially through British Columbia, convinced me that the latent natural resources of the country were illimitable, and that railway facilities were needed to develop them and change a great, inhospitable and rugged wilderness into a large, flourishing and prosperous community.

The accomplishment and success of the foregoing important works now speak for themselves.

As it will doubtless be more satisfactory to you to learn from one who actually and personally first promoted, and whose exertions insured the accomplishment of the above undertakings, and the important results that have followed, than to form opinions from writers whose ideas and statements were, or are, founded upon hearsay, and in many cases inaccurate or prejudiced data, I will now proceed to relate the part I took before either the Canadian Pacific Railway or the City of Vancouver were heard of, to bring such important institutions into existence, and insure their prosperity, as well as that of the country at large.

In an address to the Canadian Club of this City, which I gave on the 13th of March, 1907, on the subject of "Early Path-Finding in the Mountains of British Columbia, or the Discovery of the 'North-West Passage by Land,'" and also in a subsequent one I delivered to the members of the Art, Historical & Scientific Association of this City, I mentioned many matters and events that were necessarily connected with, and form a part of, the subject of this paper, and as everything relating to the many important events that transpired as years passed on from the time when that great,