

the route which was taken by the Canadian Pacific.

Considering that he wrote a whole generation before the line was formally decided upon, his foresight was remarkable. He wrote:—

"This great national railway from the Atlantic to the Pacific is the great link required to unite in one powerful chain the whole English race, which will be the means of enabling vessels steaming from our magnificent colonies, New Zealand, Australia, China, and a thousand other places—all carrying the rich productions of the East, to land them at the commencement of the West, to be forwarded and distributed throughout our North American provinces and delivered within 30 days at the ports of Great Britain." In February, 1848, this distinguished officer published a pamphlet in which he advocated the making the trans-continental line a scheme for settling the regions through which it would pass. This great idea unhappily was allowed to remain unacted upon.

In speaking of the initiation of the scheme to build the Canadian Pacific, it will be timely to say that the statement made in defence of the Grand Trunk Pacific being proceeded with without topographical surveys, that this was done in the case of the Pacific is altogether erroneous. The line was projected to run through regions whose topographical conditions were thoroughly well known to travellers and scientific observers. Dr. Selwyn's explorations in British Columbia, in 1871 and 1875, and in the Northwest territories, in 1873, and the works of other explorers and travellers made known the whole route of the proposed line. Besides these sources of information special surveys were made by the Government at a very heavy cost. Indeed, one of the charges against the Mackenzie government was the enormous and alleged wasteful expenditures on the surveys for the projected Pacific railway. It was charged, for instance, that each surveying party was duplicated on the plea that it was necessary to provide against sickness hindering the work, when it is well known that surveying parties are exceptionally free from sickness.

The story of the various schemes for financing and building this line is more interesting than honourable to Canada. How and by whom the line was to be built was a very mixed question, which led to some remarkable variations in the scheme. It was to be built by contractors, by the government, by a company, by the government partly, it was to be bought by the government when complete, at 10 per cent. above cost, and so on, and so on. The charter given to one company was surrendered in October, 1873, owing to grave scandals. It was charged that the line has been sold to Americans, and that \$800,000 was to be spent in buying the support of a number of senators and other leading Canadians. An Act was passed to incorporate the "Inter-oceanic Railway Company" to build the Pacific railway. This company held its first meeting at Toronto on June 20, 1872, when the following officers were elected: President, Hon. D. L. Macpherson; Vice-President, C. H. Fairweather, St. John, N.B.; Executive Committee, the President; Vice-President, Walter Stanly, M.P., F. W. Cumber-

land, M.P., and W. H. Howland; Provisional Secretary, John Hague. The directors were: Senators Macpherson, McMaster, Simpson, Smith, Price, McDonald, Messrs. John Carling, M.P., D. Thompson, M.P., D. D. Calvin, M.P., P. A. F. Randolph, T. C. Kenny, J. G. Worts, Hon. I. Thibaudeau, M.L.C., A. Thomson, M. H. Cochrane, D. Torrance, I. T. Molson, E. Russell and John Starr. This company retired, and one was formed which took up the task with such vigour and administrative talent, that the Pacific railway was built several years earlier than was anticipated, and from the first was a success from a transportation and financial point of view. At an early stage, July, 1885, \$15,000,000 of its bonds were floated by Baring Bros., and the Government was repaid a loan of \$5,000,000.

The Hon. Mr. Abbott, in moving the House into Committee, on 17th March, 1888, on a Bill respecting the Canadian Pacific Railway, said:—

"It was the general opinion of everybody, including Hon. Mr. Mackenzie, Premier of the Government, when the Government commenced this railway, that it would not be possible to get enough traffic in ten years to do more than cover running expenses. But the traffic has not only proved sufficient in six years to maintain it, but to pay interest upon the charges on the road, while a fund has been provided from which a small revenue had been given to the shareholders. The knowledge of Canada has been increased by it over the world, and it is realized that we have now a highway across this Dominion to the Eastern dominions of the Empire, entirely over British territory."

From that time onwards the Canadian Pacific Railway has been developing traffic and earning enough to pay dividends. It is now the greatest transportation enterprise in the world, stretching as it does from China across the Pacific, across this continent and across the Atlantic to Great Britain. Canada is the only nation in the world that possesses a line of railway across a vast continent. While its population was ranging from 3 to 5 millions, there was \$306,000,000 of public money in government and municipal grants, contributed towards the construction of canals and railways.

The following shows the amount expended by Canada in constructing, or aiding in the construction of railways and canals in the Dominion, as stated by the Department of Railways on 30th September, 1902:

Grants by Dominion Government.....	\$172,950,264
Grants by Provincial Government.....	33,145,320
Grants by Municipalities.....	16,465,604

Total public expenditures by Canada in railways... \$222,561,188
 N.B.—The above is exclusive of grants of land.
 Cost of Canada's national canals up to June 30, 1902. 82,519,103

Total expenditure in railways and canals by Canada \$306,080,291

Considering such circumstances and the physical conditions of Canada, the paucity of its population as compared with its vast area, the state of the country as a dense forest, it is worthy to be regarded as the greatest national achievement on record that this Dominion in half a century has provided such a system of water-ways and roadways, as surpasses in length and completeness of equipment the transportation service enjoyed by any other nation.