

pectations. Four years is not a long period in the history of a country; and to hasten surely, it is necessary to hasten slowly. Two or three sentences are enough to show where we now stand. The Railway located for almost the whole 1,450 miles from the northern bend of Lake Superior to the watershed of the Rocky Mountains; construction commenced at several points; and telegraphic communication established over most of that distance. When the western end of the line is located, the waters of the West and of the East shall appear sketched before us as linked by an unbroken chain, only 2,000 miles long, and with thousands of workmen hammering at the links. While so much has been done from Lake Superior westward, the eastern end of the great work has not been wholly neglected.—Nor should it. Our great work is not to end in a harbour that is frozen up for half the year. A Canada Pacific Railway with a missing link anywhere would be an absurdity. It is true that a forbidding wilderness stretches from the Upper Ottawa to Lake Superior; but wildernesses must be traversed to reach lands flowing with milk and honey. If a telegraph be constructed, the two halves of the Dominion can at once communicate with each other. And a telegraph along the proposed Railway line means a road; a road enables prospectors to go in and explore; prospectors are followed by settlers; in due time clearings penetrate the forest to the right and left of the main road; and soon the Railway becomes even a local necessity.* There should be steady progress of some kind every year in the direction of opening up the great woodland region. A continuous advance—little by little—in time accomplishes a long journey.

* For a lucid exposition of how the Territorial Road System is the precursor of Railways, see a pamphlet submitted to the Government of the Province of Canada in 1868, by Sanford Fleming, entitled "Observations and Practical Suggestions on the Subject of a Railway through British North America."