

instinct is inherent in any man, it is liable to manifest itself whenever the exciting causes exist, and these may be poor health, the loss of loved ones, financial embarrassment or these may be entirely absent. The impulse to commit suicide is one of the profoundest of mysteries. One of the greatest scholars of this age, as he was also one of the most devoted Christians, a man too of exceptionally strong, physical, as well as mental constitution, committed suicide in a moment of grief, over the death of his wife. From the same cause, the wittiest, most sparkingly humorous of living journalists recently shot himself with suicidal intent. Of all men we ever knew we should have declared those alluded to above, the least likely to be overcome by such a dreadful impulse. But, that many do commit self-murder to enable their heirs to obtain insurance money prematurely, is most certain.

DEVELOPMENT OF TRANSPORTATION IN CANADA.

MAGNITUDE OF THE TRANSPORTATION TASK; TOPOGRAPHICAL DIFFICULTIES, INITIATION OF ROADS AND CANALS; GRAND TRUNK; THE INTERCOLONIAL; CANADIAN PACIFIC; NATIONAL ACHIEVEMENT WITHOUT PARALLEL.

To no nation in its early years was ever presented so difficult a problem as that which confronted Canada in its formative period, in regard to transportation facilities. Here was a strip, a ribbon of territory extending across this continent from the Atlantic to the Pacific ocean, comprising disunited provinces, a vast unorganized region stretching for a thousand miles, without any form of government, and beyond that, "a sea of mountains," constituting another province, a large section of which was detached from the mainland by a wide channel. These various districts extended for 3,000 miles, which is a longer distance than the length of Europe from England to the frontier of Asia. Beyond a recognition of British supremacy, there was no common political bond, nor any common interests to create unity in any form. Except Indian trails and the course of rivers, there were no means of transport within any of these regions, much less general ones for inter-communication between the several parts. For three millions of people to undertake the task of supplying this vast territory, larger than all Europe, with transportation facilities, was an almost super-human task. It had no precedent, nor has it ever been rivalled. England was gridironed with splendid roads by the Romans; but the longest of them, London to York, was a mere trifle compared to a number of roads in Canada. Rome, too, had a vast army available to construct the roads of Britain.

The first roads in Canada of any extent were those built along the course of the St. Lawrence river, on the shore of which were the earliest settlements. These were extended by section after section being added, as links to a chain. They were then pushed on near the shores of Lakes Ontario

and Erie, to the American frontier. From this line as a base, there were gradually built highways into the interior, the most extensive one being the one from Toronto northward, in a straight line for 40 miles, known all the way as Yonge Street. As farm after farm was literally cut out of the forest roads were branched off in a primitive style by the settlers. By the incoming of some 40,000 immigrants from the United States, known as United Empire Loyalists, Western Canada (Ontario) was rapidly developed, and some of its roads constructed. The troubles in 1812 aroused the government and people to the necessity of more facile communications.

ERA OPENED OF CANAL AND RAILWAY BUILDING.

In 1821 the Lachine Canal was commenced to give free access from the province to the West. In 1836 a railway was opened from Laprairie to St. John, which was accessible only to this city by boats. In 1847 a concession to build the Grand Trunk Railway was granted to Messrs. Galt, Holton, Gzowski & Macpherson, who gave the first contract for a road from Kingston to Toronto, to Messrs. Brassey, Peto & Betts. Mr. Brassey was the father of Lord Brassey who has so recently been so welcome and so honourable a visitor to Montreal. Then followed the Great Western, and later on narrow gauge roads from Toronto northwards. So little did many of the men of those days realize what accommodation a railway would provide, that the citizens of Toronto protested against the plan of the Grand Trunk to enter the city.

NATIONAL DEVELOPMENT NEEDED A PACIFIC RAILWAY.

The most important events in the life of Canada were the acquisition of the Northwest Territories; the organization of Manitoba and its entrance and of British Columbia into Confederation. These events made a Pacific line necessary. Indeed, such a railway was one of the terms under which British Columbia entered Confederation. In 1871 surveys for a Pacific railway were commenced. The several provinces had been already joined by the Confederation Act, under which a railway was required to be built from the Maritime Provinces to the St. Lawrence, known as the Intercolonial, which was opened from Halifax to Quebec in 1876. Two of the principal railways of Canada, the Intercolonial and Pacific, were directly created for political purposes; they were part of the bargain by which Canada came to be united from ocean to ocean. The Grand Trunk was strictly a commercial enterprise; it was necessitated by the needs of developing population.

A narrative of the genesis, development and accomplishment of the Canadian Pacific Railway would make a fascinating book. The idea of a transcontinental railway from ocean to ocean was discussed in 1847 by Major Carmichael-Smyth. He suggested