

to the head of affairs. The desire he displayed to carry through the gigantic project restored confidence throughout the province and the determination evinced by the Walkem-Beaven Government that no rest should be permitted the Federal authorities till the work was begun, met with general approbation. A definite pledge was given on the 26th of April, 1878, that the work of construction in British Columbia would be begun that season and pushed vigorously. Sir John Macdonald's Government was, however, apparently unwilling to acquiesce in the selection of the Fraser River Route made by its predecessor, and surveyors were sent out to look for a northern route. The search, however, was fruitless of results, and Mr. MacKenzie's selection was finally adopted, with Port Moody on Burrard Inlet as the terminal point. The Government at once awarded the contract for the construction of the line from Emory's Bar to Savona to Mr. Onderdonk, and early next season work was commenced on this section and pushed forward with wonderful energy. The Provincial Government, however, was not satisfied with this. They desired to see the work on the section between Emory's Bar and Port Moody and also the line on the Island begun, and in 1880 Hon. Amor De Cosmos, M.P., was authorized to press this matter and the loss to the Province by delay upon the Federal authorities. He did so, but failing to obtain any reply of a satisfactory nature, he was commissioned by the Provincial Legislature in 1881 to go to London and present a petition upon the subject to the Queen. The result of his efforts here consisted in an opinion offered by the Secretary of State, Earl Kimberley, as a basis for a settlement of the whole question. The basis proposed by Kimberley were: the construction of a light line of railway from Esquimalt to Nanaimo; the extension without delay of the line to Port Moody; and the grant of reasonable compensation in money for the failure to complete the work within the term of ten years, as specified in the conditions of union. During this time the work of construction above Emory's Bar was being pressed forward. From the beginning of the work in 1880 there had been a small army of over seven thousand men steadily employed. This portion of the line presented difficulties unequalled in the history of railway building on this continent and it is estimated that in some parts as much as \$300,000 per mile was expended on it. Several tunnels were bored at an enormous outlay and the construction of the cantaliver bridge across the Fraser below Lytton was a marvellous feat of engineering workmanship.