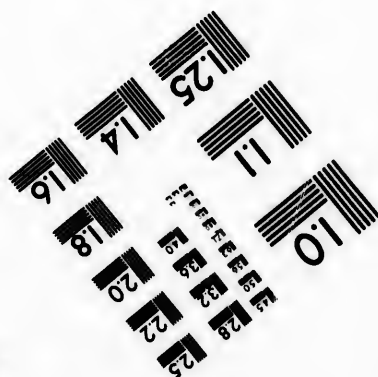
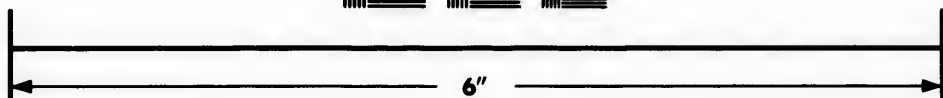
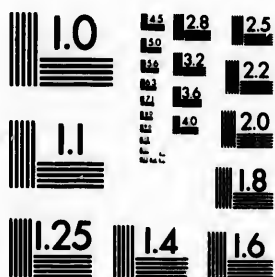


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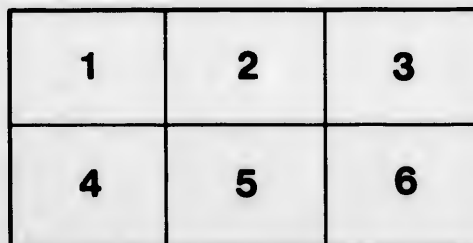
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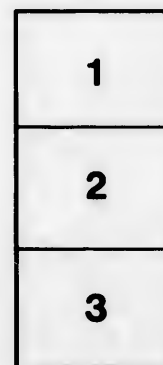
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## THE NEW HIGH-ROAD TO THE EAST: THE CANADIAN PACIFIC RAILROAD.

BY HENRY COUPLAND.

I PROPOSE to-night to give a short description of the new trans-continental railway called the Canadian Pacific System. As it is as yet comparatively little known, only having been opened for through traffic last spring, and as it is a subject of national importance, a few particulars may be interesting. Stretching from Halifax on the Atlantic, through the heart of our great Dominion of Canada, to Vancouver City on the Pacific, it presents a continuous line of rails for over 3,000 miles. Such a thing has never been attempted before. By the construction of this line we are placed in direct communication with the Pacific Ocean, in a little over a fortnight from Liverpool, and from the magnificent natural harbour at the western terminus, steamers will be running shortly to all the countries of the East. As an alternative route to the Suez Canal, should that canal ever be blocked to us by foreign complications, the Canadian Pacific, running as it does entirely through our own possessions, will be invaluable as a means of transport of men and material to India. Compared with the Union Pacific Railway, the Canadian Pacific will shorten the passage from Liverpool to China in direct distance more than 1,000 miles. From Halifax to Montreal the line has been open some time under the name of the Intercolonial Railway. Montreal is the eastern terminus of the Canadian Pacific proper, and it is from here the through trains start on their six days journey to the far west. As there is only one train each day from east to west, and one from west to east, it is not difficult to arrange the time for commencing one's journey. Starting from Montreal at 8 o'clock in the evening, a magnificent panorama of the St. Lawrence is obtained. Then striking inland the river Ottawa is reached,

and keeps in view nearly all the way to Ottawa, the capital of the Dominion. Here are situated the fine parliament and other government buildings, and, during the months the House is in session, it is a particularly lively city. After leaving Ottawa traces of civilization gradually grow more scarce, and before many hundreds of miles are traversed the country becomes rugged and broken, and unfit for agricultural purposes. It is one continual tangle or brake of pine woods, intersected by innumerable small lakes, which twine in and out of the woods in a most picturesque manner. The pine trees are small, and grow so densely, that it is a common thing to see miles of dead trees, killed by their own growth. North Bay and the shore of Lake Nippising are passed, and the stations of Sturgeon Falls and Sudbury, the latter a rapidly growing place, where copper mines were discovered a few months since. The veins of copper come up to the surface and cross the railway track. All this part, although unfit at present for farming operations, abounds with mineral wealth, and no doubt, when properly opened out, will be a prosperous mining district. Before many years have passed the early settler's hut, and the shanty of the lumber man and beaver trapper, will have given way to the well-to-do farm house of the cultivated lands of Ontario. The few settlers there at present collect in groups about the stations to watch the cars pass—the sturdy lumber man and voyageurs with bronzed faces. To them no doubt this is the event of the day and serves to keep them in touch with the outer world. Several of these men were wearing the ribbon for the Louis Riel campaign in the north-west last year but one. After passing the Vermilion River the train going east is encountered at Straight Lake, and newspapers, &c., from the east are eagerly sought after. As the track is single all the way through, there are sidings arranged for trains to pass each other, and it is a common thing to wait a few hours on a siding for the opposite train to come up, as the train which arrives first has to wait for the other. An Englishman, accustomed to the well laid and splendid order of our railway lines, is astonished to observe the rough and ready way they construct railways

in America, and the Canadian Pacific is no exception to the rule. The metals or lines are simply laid along ties without any chairs or supports, and are kept in place by spikes driven in at each side. At some places the primitive arrangement of points, sidings, &c., is decidedly not comfortable to think about when rushing over them. An average speed of 20 miles an hour, including stoppages, is supposed to be obtained, but I believe really the actual speed averages about 18 miles an hour. The carriages, or "cars" as they are termed, are a decided improvement on our system. They are open from end to end, and are well warmed and ventilated. The only drawback to the stove system of heating is that, in case of accident, the cars are nearly sure to be set on fire. There have been several bad accidents in America lately, and in nearly every case they have ended up with fire. There is supposed to be one class only, called 1st class, but there is also an emigrant car and a Pullman sleeping and parlour car attached to each train, so that they really correspond to our 1st, 2nd, and 3rd classes. The locomotives are very uncouth looking things after our engines, the wide top smoke-stack having an arrangement to prevent sparks setting fire to the woods and immense prairie tracts. The second morning after leaving Montreal (about 870 miles), the shores of Lake Superior are reached, and for a whole day the line runs on the margin of this vast inland sea. This is the last constructed section of the line, and as it is not yet properly balasted, the travelling is very slow. Here it strikes one more than ever how lightly the line is constructed; the bridges over rivers and canons being on timber trestles, which appear too light for the heavy weights passing over. One bridge about here is 900 feet long and 100 feet high. On the margin of the lake one notices the steep gradients more than usual. At one time you are rushing along a narrow ledge at a height of 100 feet overhanging the lake, and within five minutes you are down on a level with the water. The Marquis of Lorne, in his book on Canada, says "that one of the toughest jobs the Pacific Railway has to encounter is to be found on the rock-bound and precipitous coast on the north of Lake

Superior." Without the aid of dynamite it seems to me it would have been next to impossible to have made the line.

After rounding Thunder Bay, Port Arthur is reached ; it was from here some seventeen years since that Col. Wolseley, now Lord Wolseley, started on the expedition known as the Red River expedition to Fort Garry.

The French halfbreeds under Louis Riel were in a state of Rebellion, and this expedition was sent to assert the authority of the government. In those days this part of the country was almost unknown, and to show the impracticable nature of the country, it took Colonel Wolseley three months to get up the rivers in canoes and boats, *via* the Lake of the Woods and Rat Portage, to Fort Garry, now the site of the prosperous City of Winnipeg. At the present time a day's journey in a Pulman Car accomplishes this distance. Winnipeg, the capital of Manitoba, is an example of the rapid growth of cities in America. To us, with our traditions of centuries, it almost seems incredible the way vast cities spring up in a few years. This was originally a trading station of the Hudson's Bay Company, and part of the old Fort is still standing. It was the chief Eastern station of that company, and beyond which hardly anyone thought of passing. The Hudson's Bay Company had a great deal to do with the opening up of this country, though they jealously kept its great resources a secret. This Company was formed under a charter of Charles II in 1670, and transferred their territory to the government of Canada in 1870.

The construction of a railroad is contemplated from Winnipeg, due North, to York Factory on Hudson's Bay ; this would bring the grain-growing districts of Manitoba and Assiniboia much closer to the sea, as it is a shorter sea journey to York Factory on Hudson's Bay from Liverpool than to New York. A great drawback to this scheme is the closing of Hudson's Bay during part of the year through ice.

From Winnipeg the levels of the prairie spread on each side of the Canadian Pacific Railway like a vast sea. The line follows the course of the Assiniboia River to Portage la



Prairie ; this place, which ten years ago was only a place in name, is now a thriving town. Near Fleming, the Province of Assinboia is entered ; this together with the Provinces of Saskatchewan, Alberta, and Athabasca, is generally known as the North-West Territory, and is under the rule of a Lieut.-Governor. This territory, which is as large as France and Germany put together, is kept in order by a body of police some 700 strong, called the North-West Mounted Police. It is said that two or three of these men are able to ride into an Indian teppe or encampment, and secure a malefactor without fear of being molested; the reason is that the Indians know that justice is administered impartially both to red and white man, and if a white man is caught stealing horses, which by the way seems to be one of the principal crimes, he is punished just as severely as an Indian. On entering the North-West Territories the cars are inspected by the police, as no liquor is allowed to be conveyed into the territories ; this law is very stringently kept on account of the Indians. At Broadview the Railway time is altered ; there are four time standards used from Montreal to Vancouver ; from Montreal to Port Arthur at the head of the lakes, eastern standard is used ; from there to Broadview, central time ; between Broadview and Donald in the Rocky Mountains, mountain time ; and from Donald to Vancouver, Pacific standard time is used. At Indian Head the celebrated Bell Farm is passed ; it is worked by a company and is of enormous extent, being ten miles square. There is one avenue on the farm of 10,000 poplar trees, and it is ten miles long. The country round here is splendid for grain growing ; one wonders on reading emigration statistics where room is found for the continual inflow of settlers, but with these vast tracts of good land, for hundreds of miles, still uncultivated, it will be probably many years before they are properly colonized. Qu'appelle and Regina, the Capital of the North-West, where Riel was executed last year, are passed in the night ; and at a place called Medicine Hat the South Saskatchewan River is passed, a river about the size of the Lune, but of a bright green colour, said to be caused by the alkaline

matter in it. Now the line takes its course through a vast prairie, entirely destitute of herbage, as far as the eye can see all around is sand, and the bright metals of the railroad look like a silver streak crossing the barren plain. Gradually ascending, the higher levels of the prairie are reached, and in the distance the first view of the famed Rocky Mountains is obtained, although they are fully a hundred miles away, a long serrated ridge like the back of a huge monster on the plains. We are now in the Province of Alberta, and before entering the Rockies, Calgary is the next place of importance; all the past year there has been a rush to this place, and it is thought to have a great future before it. It has had a temporary check, however, as it was burnt down a few nights after I was there. There is always this danger in these towns, as the houses are entirely constructed of wood, and generally in long rows, so that when once started it is next to impossible to put a fire out. By very steep gradients the summit of the Rocky Mountains is attained, "the Great Divide" as it is sometimes termed, and British Columbia is reached. The scenery is grand beyond all description; in the last fifty miles one has travelled from level plains to a wild Alpine scenery, with snow-covered peaks and interminable forests of pine, cedar, and tamrack. Through the celebrated Kicking Horse Pass the line threads its way, and it almost seems as if nature had devised these passes for the construction of a railroad. The highest level attained at the summit is rather over 5,000 feet, but the mountain peaks are many of them over 10,000 feet above the sea level. The gradients are so steep that there is a system arranged if a train gets out of control, the engineer signals to a switchman, who turns the train into a siding leading to an incline, and so bringing the cars to a standstill; but only last week I read of a train parting in the middle, and one half running back, failed to take the safety switch, and killed the pointsman. In the valley the Columbia River is crossed for the first time, and for some distance its course is followed. It is often supposed that the Rocky Mountains are the only ridge traversing this country, whereas there are four distinct

ranges running parallel from north to south: The Rocky Mountains, the Selkirk, the Gold Range, and the Cascade Range, the line crossing all four like going over immense waves. To the south are the Kootenay Valleys; some will remember the pretty sketches of these valleys which have appeared in the Illustrated London News during the last few weeks. The Beaver River is passed, rushing along to join the Columbia. And now the ascent of the Selkirk Mountains is commenced. It is slow work climbing the mountain sides and over the deep canyons; one of these, crossed by the highest trestle bridge known, called Stoney Creek Bridge, 263 feet high. Near here the snow sheds and snow slides were in course of construction. The snow sheds are intended for drift snow and are very substantial constructions, but nothing in comparison to the snow slides. These are made when the line runs on the face of a steep mountain, and they are obliged to be strong, as the accumulated snow of many years may start from the top of these lofty hills and come thundering down in masses, 50 to 200 feet thick, with a force nothing can resist. The snow in passing down, shoots over the top of the slides and on into the valley below, and sometimes up the slope of the opposite mountain for several hundred. One can imagine what would be the result of such a slide striking a passing train. I heard of one slide during the construction that carried part of the line up the opposite mountain almost to the height it was before. The Company have retained some 2,000 men for service in the mountains during the past winter to guard against snow blocks. A fortnight since we read in the papers that seven men had been killed by a snow slide in the Rockies. Mount Carroll rises up almost like a wall to the height of 5,558 feet above the track. From here the descent is very rapid, and one small river, the Illecillewait, is crossed no less than 13 times in a few miles. At one place a complete loop is made, and it takes nine miles circuit to get across the distance of two. Again crossing the Columbia River the Gold Range is surmounted by Eagle Pass, and below Shuswap Lake is Kamloops, a place of considerable importance. The scenery here

is most park-like, and the view up the Thompson River resembles the Vale of Lune above Caton. Gold and silver are found plentifully about these parts, and almost every stream is what is termed coloured with gold. The Chinese gangs of labourers attract attention in their quaint costumes and big hats. The Chinese are becoming a very serious question on the Eastern side of America. They come over in droves from their native land, and every town now has a Chinese quarter. They are very useful as domestic servants, but the white man is much inclined to resent their presence in the labour market, as they work for next to nothing. It takes little to feed them and they save all they can to return home; even if they die their bones are carefully removed from the flesh and packed to China on the first opportunity.

There have been many stone implements found in British Columbia, resembling the Celts and early British implements of this country, and there are several traces of the curious shaped mounds supposed to have been constructed by a pre-historic race, but for what purpose these earthworks were intended it is difficult to say. I saw one of these mounds at Grande Prairie, some 40 miles from Kamloops; it stood in the centre of a valley, and had a causeway graded to it from the opposite slopes.

Continuing by the margin of Kamloops Lake we come to the Fraser River, of Salmon-fishing celebrity, and follow its course through the rugged Cascade Mountains, by the Black Canõn. This is a wonderful piece of engineering, as the railroad takes its way along a narrow ledge excavated in the side of this magnificent canõn. To give some idea of the difficulty encountered the workmen had to be lowered over the edge with ropes to bore the rock for blasting purposes. The Fraser River rushes below some hundred feet in a seething mass. Below Yale the river is navigable, and in a short time we have descended from a region of perpetual snow to the level of the sea, and the blue waters of the Pacific are reached. Port Moody was the temporary terminus of the line some 12 to 15 miles up Burrard Inlet, but this week

sees the opening for traffic to Vancouver City, close to the Straits of Georgia. This City was almost entirely destroyed by fire last June, only five houses being left. Fortunately the fire happened on a Sunday afternoon whilst most of the inhabitants were in the country; had it not been for this the loss of life would have been terrible. In half an hour after the fire commenced the city was in ashes, and some 50 lives lost. Now, however, the city is nearly rebuilt, and with the large works building in connection with the railroad, and its splendid natural harbour, large enough to hold all the warships of the world, bids fair in a few years to rival the golden city of California—San Francisco. A short sail across the Straits of Georgia brings one to Victoria, on Vancouver Island, the Capital of British Columbia. To give an idea of the vast territory opened up by the Canadian Pacific Railroad I will quote in round figures the size of the different provinces :—

Manitoba	contains	100,000	square	miles.
Assiniboia	„	90,000	„	„
Saskatchewan	„	90,000	„	„
Alberta	„	100,000	„	„
Athabasca	„	120,000	„	„
British Columbia	„	200,000	„	„

Making a total of 700,000 square miles.

In closing this brief sketch of one of the most difficult feats of engineering ever accomplished, I cannot help thinking that this great railroad eventually will not play an unimportant part in the history of our empire.



