

present felt a direct personal interest in the event, having contributed by hand or brain to aid its construction. When everything had been prepared a common iron spike was set in place and the tie held firmly by Major A. B. Rogers, the veteran engineer. Hon. Donald A. Smith, Manager of the Hudson's Bay Company, and an influential director of the road, then quietly drove the spike home with a sledge. Three hearty cheers were given for the Canadian Pacific Railway, the spot was christened with the pretty name of "Craiglea," and the modest ceremonies were ended.

Through trains will not be run until spring, when the entire road will be open for traffic. When this is done there will be a new factor introduced into the transportation problem that will make a marked change in the present condition of affairs. Distances compare with the Central Pacific as follows:

	<i>Miles.</i>
Coal Harbor to Montreal	2,862
Coal Harbor to New York, via Montreal.....	3,241
Coal Harbor to Boston, via Montreal	3,197
Coal Harbor to Liverpool, via Montreal.....	6,075
San Francisco to New York.....	3,390
San Francisco to Boston.....	3,448
San Francisco to Liverpool, via New York.....	6,830
Yokohama, Japan, to Liverpool, via Central Pac.	12,038
Yokohama, Japan, to Liverpool, via Canadian Pac.	10,963

It will thus be seen that from China and Japan this route to Liverpool is more than 1,000 miles shorter than the one by the Central Pacific; and with the line of ocean steamers that will be put on as soon as the road is ready for it, it requires no prophet to see that all the Canadian and English goods and mails which cross the continent will do so by the Canadian Pacific; and it remains to be seen, also, if the same will not be true of the New York and Boston importations from Asia.

One of the most important features of a railway, so far, at least, as tourists and those who seek to combine pleasure with business are concerned, is the scenery along the route. In this respect the Canadian Pacific is unrivalled by its predecessors. A brief description of the main features of the line from Victoria to Montreal will give an idea, though an imperfect one, of the pleasure in store for him who selects the Canadian Pacific for a trip across the continent.

Whether one elects to strike the railway at the Coal Harbor terminus on Burrard Inlet, or Port Hammond on Fraser River, he pursues the same route from Victoria. As he sails out of the beautiful harbor an entrancing panorama of sea, island and mountain is spread out before him. Across the Straits of Fuca to the south rise the snow-capped Olympian peaks; to the eastward are the white Mt. Baker and the green-coated Cascades, while scores of picturesque islands, covered with perpetual verdure, fill the placid waters that separate Puget Sound from the Gulf of Georgia. Threading this maze of islands down the Canal de Haro, the steamer crosses for a short distance the Gulf of Georgia and enters the mouth of Fraser River, white-flecked with the darting sails of the salmon fleet, and, passing the prettily located

city of New Westminster, stops at the little station of Port Hammond; or, passing by the mouth of Fraser River, enters Burrard Inlet, a few miles above, and casts anchor at the railway terminus.

From Burrard Inlet to Yale the road passes through meadows and low hills, skirting the great river and offering many landscapes of quiet beauty, each of them possessing the same graceful background of mountains; but at this point it enters the grand canyon of the river, where that "mighty stream has cut its way through the heart of the Cascades. Yale itself is so shut in by lofty peaks that it seems impossible that a railway train could get either in or out. For nearly sixty miles above Yale the road follows up the great gorge, running almost due north, the track the greater portion of the distance resting on a narrow shelving blasted from the perpendicular walls of rock. Above rise the mountain peaks, while far below rushes the great river, its waters, confined to their narrow channel by walls of solid rock, surging madly in their efforts for freedom. For miles the train hugs these precipitous walls, dashes through long, dark tunnels, whirls across gulches and streams over high trestles and bridges, and at one place hangs suspended above the great torrent itself on the cantilever bridge. (See pages 363, 364 and 365.) From this point the view is most awe-inspiring. Above and below is spread out a full view of the canyon and the river whose waters surge beneath the train many feet below the level of the bridge. For the whole distance the famous stage road from Yale to Cariboo runs parallel with the track. Fifteen miles above Yale it crosses the river on a suspension bridge. (See page 357.) This bridge is 110 feet above low water mark, and yet the river rose so high in 1881 that it was only with the greatest exertion the bridge was saved from destruction by driftwood. This fact gives some idea of the power of the waters surging through the Fraser gorge. The great Cariboo road is 400 miles long, and was built in 1862 at an expense of \$2,500,000 by the British Columbia Government, and was a most gigantic work for such a young and undeveloped province to undertake. The road and railway there face each other on opposite sides of the stream, until the latter also crosses to the east side on the cantilever bridge. Six miles further is the town of Lytton, where the North Thompson joins the river. The track then follows up the canyon of Thompson River (see page 358), through a region of almost equal picturesque grandeur, where tunnels, bridges, trestles and rocky shelves on the sides of precipices follow each other in rapid succession. After passing through the town of Spence's Bridge, where the wagon road crosses to the opposite side of the Thompson, the line continues north till opposite the mouth of Bonaparte River, where it turns sharply to the east in following the river bank, and soon reaches the foot of Lake Kamloops, opposite Savona's Ferry, 213 miles from Burrard Inlet, and terminus of an important stage route to the Cariboo mines, 350 miles to the north.

The track from Savona winds along the south bank of Lake Kamloops (see pages 357-8) and Thompson