

**THE CANADIAN PACIFIC
RAILWAY. 1888. THE NEW
HIGHWAY TO THE EAST ACROSS
THE MOUNTAINS, PRAIRIES &
RIVERS OF CANADA**

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RAILWAY.

MONTREAL - - - - 1888.



CANADIAN PACIFIC LAKE STEAMSHIP: TORONTO, OWEN SOUND AND
PORT ARTHUR LINE.

THE CANADIAN PACIFIC RAILWAY.



A RAILWAY from the Atlantic to the Pacific, all the way on British soil, was long the dream of a few in Canada. This dream of the few became, in time, the hope of the many, and on the confederation of the British North American provinces, in 1867, its realization was found to be a political necessity. Then the Government of the new Dominion of Canada set about the building of the Canadian Pacific Railway, a work of such vast proportions that the richest empire of Europe might well have hesitated before entering upon it.

Much of the country through which the railway must be built was unexplored. Towards the east, all about Lake Superior, and beyond to Red River, was a vast rocky region, where Nature in her younger days had run riot, and where deep lakes and mighty rivers in every direction opposed the progress of the engineer. Beyond Red River for a thousand miles stretched a great plain, known only to the wild Indian and the fur trader; then came the mountains, range after range, in close succession, and all unexplored. Through all this, for a distance of nearly three thousand miles, the railway surveys had first to be made. These consumed much time and money; people became impatient and found fault and doubted. There were differences of opinion, and these differences became questions of domestic politics, dividing parties, and it was not until 1875 that the work of construction commenced in earnest.

But the machinery of Government is ill adapted, at best, to the carrying on of such an enterprise, and in this case it was blocked or retarded by political jealousies and party strife. Governments changed and delays occurred, until finally, in 1880, it was decided almost by common consent to surrender the work to a private company.

The explorations and surveys for the railway had made known the character of the country it was to traverse. In the wilderness east, north, and west of Lake Superior, forests of pine and other timber, and mineral

deposits of incalculable value, were found, and millions of acres of agricultural land as well. The vast prairie district between Winnipeg and the Rocky Mountains proved to be wonderfully rich in its agricultural resources. Towards the mountains great coal-fields were discovered, and British Columbia, beyond, was known to contain almost every element of traffic and wealth. Thousands of people had settled on the prairies of the Northwest, and their success had brought tens of thousands more. The political reasons for building the railway were lost sight of and commercial reasons took their place, and there was no difficulty in finding a party of capitalists ready and willing to relieve the Government of the work and carry it on as a commercial enterprise. The Canadian Pacific Railway Company was organized early in 1881, and immediately entered into a contract with the Government to complete the line within ten years.

The railway system of Eastern Canada had already advanced far up the Ottawa valley, attracted mainly by the rapidly growing traffic from the pine forests, and it was from a point of connection with this system that the Canadian Pacific Railway had to be carried through to the Pacific coast, a distance of two thousand five hundred and fifty miles. Of this, the Government had under construction one section of four hundred and twenty-five miles between Lake Superior and Winnipeg, and another of two hundred and thirteen miles from Burrard Inlet, on the Pacific coast, eastward to Kamloops Lake in British Columbia. The company undertook the building of the remaining nineteen hundred and twenty miles, and for this it was to receive from the Government a number of valuable privileges and immunities, and twenty-five million dollars in money and twenty-five million acres of agricultural land. The two sections of the railway already under construction were to be finished by the Government, and, together with a branch line of sixty-five miles already in operation from Winnipeg southward to the boundary of the United States, were to be given to the company, in addition to its subsidies in money and lands; and the entire railway when completed was to remain the property of the company.

With these liberal subventions the company set about its task most vigorously. While the engineers were exploring the more difficult and less known section from the Ottawa River to and around Lake Superior, and marking out a line for the navvies, work was commenced at Winnipeg and pushed westward across the prairies, where one hundred and sixty miles of the railway were completed before the end of the first year. During the second year the rails advanced four hundred and fifty miles. The end of the third

year found them at the summit of the Rocky Mountains, and the fourth in the Selkirks, nearly a thousand and fifty miles from Winnipeg.

While such rapid progress was being made west of Winnipeg, the rails advancing at an average rate of more than three miles each working day, for months in succession, and sometimes five and even six miles in a day, armies of men with all modern appliances and thousands of tons of dynamite were breaking down the barriers of hard and tough Laurentian and Huronian rocks, and pushing the line through the forests north and east of Lake Superior with such energy that eastern Canada and the Canadian Northwest were united by a continuous railway early in 1885.

The government section from the Pacific coast eastward had meanwhile reached Kamloops Lake, and there the company took up the work and carried it on to a connection with the line advancing westward across the Rockies and the Selkirks. The forces working towards each other met at Craigellachie, in Eagle Pass, in the Gold or Columbian range of mountains, and there, on a wet morning, the 7th of November, 1885, the last rail was laid in the main line of the Canadian Pacific Railway.

The energies of the company had not been confined to the mere fulfilment of its contract with the Government. Much more was done in order that the railway might fully serve its purpose as a commercial enterprise. Independent connections with the Atlantic seaboard were secured by the purchase of lines leading eastward to Montreal and Quebec; branch lines to the chief centres of trade in eastern Canada were provided by purchase and construction, to collect and distribute the traffic of the main line; and other branch lines were built in the Northwest for the development of the great prairies.

The close of 1885 found the company, not yet five years old, in possession of no less than 4,315 miles of railway, including the longest continuous line in the world, extending from Quebec and Montreal all the way across the continent to the Pacific Ocean, a distance of three thousand and fifty miles; and by the midsummer of 1886 all this vast system was fully equipped and fairly working throughout. Villages and towns and even cities followed close upon the heels of the line-builders; the forests were cleared away, the prairie's soil was turned over, mines were opened, and even before the last rail was in place the completed sections were carrying a large and profitable traffic. The touch of this young Giant of the North was felt upon the world's commerce almost before his existence was known; and, not content with the trade of the golden shores of the Pacific from California to Alaska, his arms have already stretched out across that broad ocean and grasped the teas and silks of China and Japan to exchange them for the fabrics of Europe.

With just pride in her work, the greatest perhaps that has ever been accomplished by human hands, Canada presents it to the Empire as her contribution to its power and unity, — a new highway to Britain's possessions in the East, guarded throughout by loyal hearts. But she will not rest with this. Her new iron girdle has given a magnetic impulse to her fields, her mines and her manufactories, and the modest colony of yesterday is to-day an energetic nation, with great plans, and hopes, and aspirations.



W **AY** I not tempt you, kind reader, to leave England for a few short weeks and journey with me across that broad land, the beauties and glories of which have only now been brought within our reach? There will be no hardships to endure, no difficulties to overcome, and no dangers or annoyances whatever. You shall see mighty rivers, vast forests, boundless plains, stupendous mountains and wonders innumerable; and you shall see all in comfort, nay, in luxury. If you are a jaded tourist, sick of Old World scenes and smells, you will find everything here fresh and novel. If you are a sportsman, you will meet with unlimited opportunities and endless variety, and no one shall deny your right to shoot or fish at your own sweet will. If you are a mountain climber, you shall have cliffs and peaks and glaciers worthy of your alpenstock; and if you have lived in India, and tiger hunting has lost its zest, a Rocky Mountain grizzly bear will renew your interest in life.

We may choose between a Montreal and a New York steamship. The former will take us directly up the noble St. Lawrence River to the old and picturesque city of Quebec, the "Gibraltar of America," and the most interesting of all the cities of the New World. Its quaint buildings, crowding along the water's edge and perching on the mountain-side, its massive walls and battlements rising tier upon tier to the famous citadel, crowning the mountain-top and dominating the magnificent landscape for many miles around, plainly tell of a place and a people with a history. All about this ancient stronghold, first of the French and then of the English, every height and hill-side has been the scene of desperately fought battles. Here the French made their last fight for

empire in America, in the memorable battle in which Wolfe and Montcalm fell. But peace has prevailed for many years; the fortifications are giving place to warehouses, manufactories, hotels and universities, and the great new docks of massive masonry indicate that Quebec is about to re-enter the contest with Montreal for commercial supremacy in Canada.

Here we find the easternmost extension of the Canadian Pacific Railway, and one of its trains will take us in a few hours along the north bank of the St. Lawrence, through a well-filled country and a chain of quaint French towns and villages, to Montreal, the commercial capital of the Dominion.



QUEBEC.

Had we chosen a New York steamship our route would have brought us from the American metropolis northward by railway along the banks of the far-famed Hudson River to Albany, and thence through Saratoga and along the shores of Lake George and Lake Champlain to Montreal,—a day or a night from New York.

Here in Montreal, a hundred years before the British conquest of Canada, the French bartered with the Indians, and from here their hardy soldiers, priests, traders and *voyageurs* explored the vast wilderness beyond, building forts, establishing missions and trading-posts, and planting settlements on all