

# **THE CANADIAN PACIFIC**

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The Canadian Pacific by Anonymous

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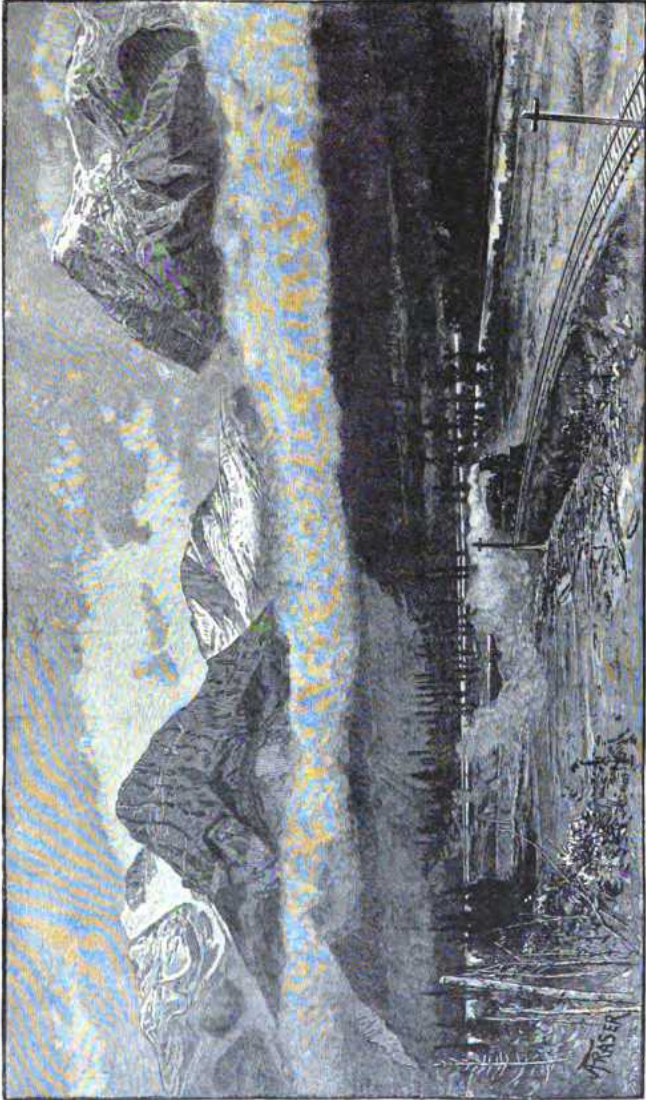
**THE CANADIAN  
PACIFIC**



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# THE CANADIAN PACIFIC

The New Highway  
to the East  
across the  
Mountains  
Prairies  
& Rivers  
of CANADA



BEAVER FOOT RANGE, ROCKY MOUNTAINS, NEAR LEAUCHOOL STATION, B.C.

TRASER

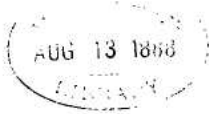
THE  
CANADIAN PACIFIC  
RAILWAY.

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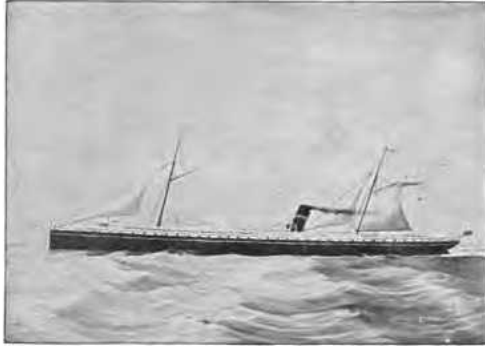
MONTREAL <sup>℄</sup> - - - - - 1887.

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*Mr. L. A. H. Brown*



CANADIAN PACIFIC LAKE STEAMER: OWEN SOUND AND FORT ARTHUR.



## THE CANADIAN PACIFIC RAILWAY.

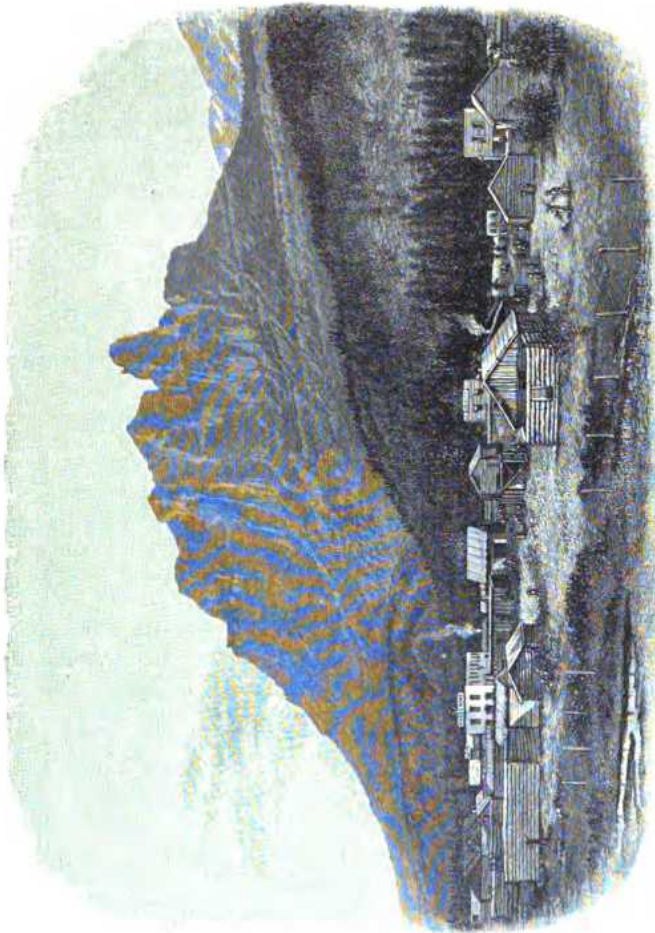
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A RAILWAY from the Atlantic to the Pacific, all the way on British soil, was long the dream of a few in Canada. This dream of the few became, in time, the hope of the many, and on the confederation of the British North American provinces, in 1867, 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 the 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 the 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



SILVER CITY AND CASTLE MOUNTAIN, ROCKY MOUNTAINS.

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 international boundary, 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