

Vancouver and Seattle a sufficient excuse for making all the streets crooked and irregular, at least not according to my judgment.

While the readers of the News may be pretty well posted in regard to the building of our five United States trans-continental railways—the Union Pacific, the Northern Pacific, the Great Northern, the Atlantic and Pacific and the Southern Pacific—I am of the opinion that most of them know but a very little about the sixth of these great continental highways, namely the Canadian Pacific railroad. Hence I submit the following:

A railway from the Atlantic to the Pacific, all the way on British soil, was long the dream of a few Canadians. 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. Much of the country through which the railway must be built was still unexplored. Toward the east, all about Lake Superior and beyond to Red river was a vast rocky region 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, twenty years ago, that the construction commenced in earnest.

The machinery of government was found to be ill-adapted to the carrying on of such an enterprise; hence, after many changes and delays, it was decided in 1880, to surrender the work to a private company. Consequently 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.

At that time 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 railroad had to be carried through to the Pacific coast, a distance of 2550 miles. Of this the government had under construction one section of 425 miles between Lake Superior and Winnipeg, and another of 213 miles from Burrard Inlet, on the Pacific coast, eastward to Kamloops Lake in British Columbia. The company undertook the building of the remaining 1920 miles; and for this it was to receive from the government \$25,000,000 in money, and 25,000,000 acres of agricultural land. The two sections of railroad already under construction were to be finished by the government, and, together with a branch line of 65 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.

The company set about its task most vigorously, and 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 across the prairies, where 130 miles of the railway was completed before the first year. During the second year the rails advanced 450 miles. The end of the third year found them at the summit of the Rocky Mountains, and the fourth in the Selkirks, nearly 1050 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 then 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 worked 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 company did not confine its energies to the mere fulfilment of its contract with the government, but in order that the railway might fully serve its purpose as a commercial enterprise, independent connections with the Atlantic sea-board were secured by the purchase of lines leading eastward to Montreal and Quebec; branch lines to the chief centers 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 3,050 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 on a large and profitable traffic.

The following years were marked by an enormous development of traffic, and by the addition of many lines of railway to the company's system, and by the establishment of the company's magnificent steamship service to Japan

and China. One line of railway was extended eastward from Montreal across the state of Maine to a connection with the seaports of Halifax and St. John. And now the lines owned and operated by the Canadian Pacific railway embrace upwards of 6,000 miles. The trunk line from Halifax, Nova Scotia, on the Atlantic coast, to Vancouver, British Columbia, on the Pacific coast, is 3,662 miles. This journey can be accomplished in six days.

ANDREW JENSON.
VANCOUVER, British Columbia, May 16, 1895.

AUSTRALASIAN CONFERENCE.

The annual conference of the Australasian mission was held at Tamaki, Hawkes Bay, New Zealand, on April 5th, 6th, 7th and 8th, 1895.

The following Elders from Zion were present: Elder William Gardner, president of the mission; Elders B. Goddard, E. J. Palmer, J. E. Fisher, C. B. Bartlett, J. W. Linford, J. S. Abbott, G. Bowles, L. Bradford, L. G. Hoagland, M. C. Nielsen, Chris. Peterson, Charles Peterson, J. M. Folkman, J. F. Burton, R. L. Bird, W. F. Armstrong, H. C. Jex, T. J. Morgan, J. Johnson, J. H. W. Goff, W. Bunot, C. H. Embley, E. O. Best, W. F. Nebeker, T. J. O'Brien, J. Barrow, J. C. Ailen, R. E. Scott, J. C. Jorgensen, J. H. Ellis, Jedediah Goff, R. A. Fenton, G. Jarvis, J. N. Lambert, W. S. Dimond and J. A. M. Jacobson.

A large number of European Saints and hundreds of Maori members were also in attendance.

Conference was called to order by President William Gardner, at 10 a. m., April 5th, and opened with singing, hymn 24; prayer by Elder Joseph C. Jorgensen; the congregation then sang hymn 64.

President William Gardner addressed words of greeting to the Saints, both Maoris and Europeans, and earnestly desired to be guided by the Spirit of God throughout the conference. He reminded the congregation that the Saints in Zion were also assembled in conference, as April 6th was the anniversary of the Church. The Saints assemble together to learn the things of God, and not to search for the treasures of the world, and he exhorted all present to center their minds on the worship of God. He had pleasure in reporting that the work of the Lord was prospering throughout the mission, and a great labor was now being performed among the Europeans. Reference was made to letters of greeting received from Elder J. G. Young, of Southland, and Elders Ellis and Pond, Tasmania, who were unable to be present.

Elder W. F. Nebeker reported the condition of Hawkes Bay district. He stated that a good feeling existed among the Saints, though a few were still weak and erring. He felt to rejoice when a repentant spirit was manifested, and believed that the conference was now in a prosperous condition. He desired to see all who had received the Gospel walking in the light and not in darkness. Earnestly prayed that God would bless all His children with the spirit of their callings, without which no benefit could be derived from attending conference.

Elder E. J. Palmer, president of Wai-kato conference, briefly reported his district, stating that most of the mem-