

dian-Pacific Railway engineers treated the tough rocky barriers of the Lake Superior shore with more energetic prescriptions. They employed thousands of tons of dynamite and every rock-racking contrivance that was known at the time and slowly crunched their toilsome way through to the prairie lands beyond Fort William. The average cost of their far-stretching line was £10,700 per mile. But there was one section of the deep-cut, many-tunnelled north-shore track that ran into an expenditure of 700,000 dollars (about £140,000) per mile: perhaps the most costly bit of railway construction of equal length upon the surface of the earth. In the meantime the Company's army-divisions of navvies had been gouging away at the great mountain-barrier of the Rockies both from the eastern and the western side. The year 1884 saw them at the summit. And one morning in the following year—it was November 7—the workers met and

#### Joined Hands

at Craigellachie, in Eagle Pass, in the Columbia (or Gold) Range. And thus in less than one-half of the stipulated time the last rail of Canada's great transcontinental iron commercial road was well and truly laid. 'It was a wet and woolly morning, and raw as a beefsteak,' said a superintendent to me as he pointed out the spot where Canada's Maritime Provinces and her great Northwest came arm in arm and clasped hands with the Pacific in the mountains. Beside the scene of this historic tableau runs a noisy mountain stream, and round about on every side is a dense forest of the giant spruce and hemlock and balsam and Douglas fir that clothe the steep walls of the narrow Pass and peep into the sleeping waters of its lovely lakes. In 1871 British Columbia entered, on paper, into the Canadian Union. The actual and effective union took place when the last spike was driven into the last tie of the Canadian-Pacific Railway at Craigellachie.

There are three railway lines that cross the American continent from shore to shore. Only one of these—the Canadian-Pacific Railway—is the property of a single company. It was pushed through with the greatest speed and the most thorough workmanship of all, the cuttings being unusually wide, the embankments remarkably solid, and the bridges made of steel of extraordinary strength, resting upon massive constructions of solid stone. The mileage owned by the Canadian-Pacific Company has been raised to over 10,000 miles by the purchase of eastward lines and the construction of branches that feed the energy of the central track like the tributaries that swell the mighty volume of the St. Lawrence. Its main line from Vancouver to Quebec measures 3054 miles; and you can travel in its cars, without change or break, from the Pacific to Halifax, a distance of 3666 miles.

The merry hum of traffic began on each section as soon as it was complete. Population poured in along its track in a manner that in a milder way recalled the

#### Rush of Settlement

to the great bordering States of the American Union which gave rise to those flourishing western cities whose most remarkable development is found in Chicago. Hamlets, villages, and towns rose fast out of the earth; the rich red soil of the western prairies was turned up and yielded marvellous returns; mines were opened, and a new spirit stole into the dead North-western and Western lands of the Dominion.

For a brief space, the terminus of the Canadian-Pacific Railway was where the Dominion Government had placed it, at Fort Moody, thirty-three miles away from Vancouver, at the elbow in the long fold of Burrard Inlet where it takes a sudden spike-like bend northwards into the Cascade Range. Then the rails were pushed on by the southern shore of the Inlet to Vancouver. This extension was completed in May, 1886. The site of Vancouver was then

#### A Dense Forest

of gigantic cedars and firs. The last rails were laid amidst a double palisade of forest giants, with a thin streak of sky showing through the pine-tops two hundred feet above, and in front the sleeping waters of Georgia Strait. The forest fell fast under squads of sturdy axes. It was ripped into building material by buzz-saw and shingle-knife, and a young city of wooden houses and slab shanties, varied by occasional 'shacks' (huts), came out of the ground in a narrow clearing like those that one sees in the jungle-forests of Gippsland in Australia. People were in hot haste to build, they were too hurried to wait for brick and mortar to come lumbering along from the East—a name which corresponds to 't'other side' in Western Australia, and denotes, not the Orient, but all of Canada that lies to

the sunrise side of the Rocky Mountains. And thus Vancouver the First arose—a small settlement of wooden buildings in a wilderness of stumps of massive girth, with the tall tree-tops round about peeping down its broad rustic chimneys. In another paper I purpose telling how the first Vancouver disappeared and the new arose and prospered.

## Diocesan News

### ARCHDIOCESE OF WELLINGTON.

(From our own correspondent.)

April 18.

On Easter Sunday the number of communicants at the churches in Te Aro constituted a record for the parish.

The organ fund at St. Joseph's Church has benefited to the amount of £35 by the two performances of Rossini's 'Stabat Mater.'

At the university examinations Mr. S. J. Moran, an ex-pupil of St. Patrick's College, was successful in passing his second examination as a Bachelor of Law.

A cricket match between past and present students of St. Patrick's College was played on the Basin Reserve on Saturday, and resulted in a win for the old boys by six wickets. The winning team included one New Zealand and three Wellington representative players, and was altogether a rather formidable combination for the present students to tackle, but they, nevertheless, acquitted themselves very well. The College first innings totalled 50 (Quinn 17, White 12). Ahern took three for four, and McCardell three for 10. The ex-students replied with 88 (S. Hickson 33, C. Hickson 17 not out, N. Crombie 10). The second innings of the College was closed at five wickets for 145 (Smith 46, Monaghan 24 not out, O'Connor 15 not out, Quinn 15, and Sheridan 14). The required runs were knocked off by the old boys with the loss of four wickets (C. Hickson 52 not out, McCardell 27, S. Hickson 10). The members of the ex-students team were entertained at luncheon by the Rector and staff of the College.

Solemn Pontifical High Mass was celebrated at St. Joseph's Church, Buckle street, on Easter Sunday by his Grace the Archbishop, Rev. Father Hills being deacon, Rev. Father Moloney sub-deacon, and Very Rev. Father Keogh assistant-priest, and Mr. Timmings master of ceremonies. Mozart's Twelfth Mass was rendered in a most efficient manner by the choir. As an offertory piece the 'Hæc Dies' was sung. His Grace preached on the day's festival. At St. Mary of the Angels' Solemn High Mass was celebrated by Rev. Father McNamara, with Ven. Archdeacon Devoy as deacon, and Rev. Father Kimbell sub-deacon. The Ven. Archdeacon Devoy preached on the day's feast. Mercadante's Mass in B flat was rendered by the choir with full orchestral accompaniment. The soloists were: Mrs. F. J. Oakes (soprano), Misses Ross and McFarland (alto), Messrs. Ross and Brook (tenor), and Messrs. Sievers and J. Henderson (bass). In the evening Vespers were sung by Rev. Father Moloney, and the following music given by the choir—Lambillotte's festival 'Magnificat' and Mine's 'Regina Coeli.' At Benediction of the Blessed Sacrament Steinforth's 'O Salutaris,' Lambillotte's 'Tantum Ergo' in C minor, and Oakes' 'Divine Praises' were given. Signor Bofa led the orchestra, and Mr. F. Oakes conducted. At the Church of the Sacred Heart Mass was celebrated by Rev. Father Holley. The choir rendered Haydn's Mass in B flat with orchestral accompaniment.

Perfect weather prevailed on Easter Monday; and the opening of the bazaar and carnival, Britannia's call to arms, took place under most auspicious circumstances. A large gathering of influential citizens was present, including Archbishop Redwood, Sir Joseph Ward, Ven. Archdeacon Devoy, the Very Rev. Father Lewis, V.G., the Very Rev. Father Keogh, Very Rev. Father Lane, and Rev. Father Holley. Sir Joseph Ward, who opened the bazaar, and was introduced by his Grace the Archbishop, said that public men in the many duties they were called upon to discharge never felt greater pleasure than when asked to assist those who were trying to help themselves. He spoke in a praiseworthy manner of the untiring efforts of all those concerned in the bazaar and of the exhibition to be given under Signor Borzoni's direction that evening, nothing to equal which had ever been witnessed in Wellington. Sir Joseph concluded by saying that the object for which the bazaar was intended—the wiping off of a debt of £1600 on the Sacred Heart Basilica, would be without a doubt accomplished. At the call of the Archbishop three hearty cheers were then given for Sir Joseph Ward. The Drillshed, where the bazaar is being held, has been beautifully decorated for the occasion and reflects great credit on those responsible. There are four fancy stalls, and the goods displayed on them are numerous and varied.

No. 1 Stall is presided over by Lady Ward, who is assisted by Mesdames R. A. Loughnan, W. Nathan, Stafford, Hales, F. O'B. Loughnan, Misses Ward, T. Fraser (Dunedin), Nathan (2), O'Connor (2), Kennedy (2), Stafford (2), Rose, D. Loughnan (Christchurch), N. Skerrett, M. Loughnan.

No. 2, Great Britain and Ireland—Mrs. H. Johnston, Mrs. I. Duncan, Miss Skerrett; assistants—Misses Bell, Grace, J. Skerrett, Putnam, Harcourt, Harper, Duncan, Neta Johnston, Shapter (2), Waldegrave (2). The goods

RIDE "ANGLO SPECIAL" CYCLES.