

CONFEDERATION AND THE CANADIAN PACIFIC RAILWAY

1867 DIAMOND JUBILEE SERIES 1927

(By E. W. Beatty.)
 Sixty years of Confederation—sixty years of progress, that, it seems to me should be the dominating note of the Confederation Jubilee which we celebrate this year. During that period, Canada has had a wide diversity of national experiences, its growth being attended by a succession of alternating periods of progressive development and of seeming stagnation. The faith of the Canadian people in the future of their country may at times have reflected temporary economic conditions, there may have been occasions when the outlook was not always so rosy and inspiring and when confidence in this country was tempted to waver slightly. The net result of achievement over that sixty years, however, has assuredly been such as to establish in the hearts and minds of our people a steadfast conviction that Canada is now firmly established as a great country inhabited by people whose average of opportunity, prosperity and contentment stands very high among the nations of the world and that its future will be as great as the enterprise and industry of its people shall dictate.

When in 1867 Confederation was first effected it was very much in the nature of an experiment and one for which enthusiasm was by no means unanimous. An important body of public opinion doubted its wisdom and more than all did it doubt the possibility of its being successfully effected upon a permanent basis. Added to this were physical difficulties in the way of extending Canada to the Pacific Coast that might well have utterly discouraged men of less heroic mind and determination than that were those who had set their hands to the task.

It is not necessary here to dwell upon Canada as it was in Confederation days. An array of startling statistics of growth and development through the intervening years could be presented and very wisely being presented by most of the Canadian newspaper and other publications incidental to the Jubilee celebration. It is not possible for anyone to read these or anything of the history of those times and not feel a throbbing pride in what was then accomplished and has been achieved since. Our Canadian born citizens are, or should be, well informed on the history of Confederation and Confederation times, but there is a great work to be done in familiarizing new Canadians who have lately come to our shores with the history of Canada's past. I know of no way in which to better instill a true spirit of Canadianism in which to build up a united nation.

The Canadian people have been at times prone to talk about so-called national problems, and it is an interesting fact that we hear most about that sort of thing during those periods when progress

is not so long as we independently have a dollar. This was the spirit that built the Canadian Pacific, and I think that the name of Mount Stephen, Strathcona, Van Horne, Shaughnessy and the others who stood with them through thick and thin should to-day be honored alongside those of the Fathers of Confederation.

Having built the line of steel across the continent a still greater task lay before the Canadian Pacific and one that more surely needed the vision of statesmen and the courage of giants. A wilderness had to be turned into a habitable country. Even more lay behind the Canadian Pacific than the joining up the Pacific Coast with Eastern Canada, important as that phase of the work was. "It is quite evident to me," wrote Sir John A. Macdonald in a letter in 1870, "that the United States Government are resolved to do all they can short of war to get possession of the Western territory and we must take immediate and vigorous steps to counteract them. One of the first things to be done is to show unmistakably a resolve to build a Pacific railway."

A report presented to the United States Senate in 1869 declared that "the opening by us of the Northern Pacific Railroad, seals the destiny of the British possessions west of the 131st meridian. Annexation will be but a question of time." That suggestion may sound ludicrous today, but it had some encouragement at the time, for in that very year the majority of the residents of the Red River settlements, tired of waiting for rail connection and direct political association with Eastern Canada peacefully petitioned the United States Government to take possession of the territory of Rupert's Land. The building of the Canadian Pacific from the West for Canada but

of government scoundry based upon common sense principles. We to know the people of the other have so-called national problems, but these are far from difficult of solution. We have the geographical difficulty of wide spaces separating our more thickly populated areas, in which development of wealth production is slow, thus adding to our cost of transportation and government. I believe the solution of this difficulty is to be found in immigration. We need more people in Canada and we can successfully assimilate more than we are now receiving. Of those who are coming now, the vast majority will soon be comparatively prosperous and quite contented. It may be that a few will fail to fit in and we shall hear much more from these than from the others, but our own pride in Canada and our own knowledge of the opportunities that exist here, which are so much greater than those that we face our fathers years ago, should remind us that the fault is not necessarily with Canada or its Government or with the agencies that brought these people here.



LORD SHAUGHNESSY
 The company's third president who, as its treasurer in the early days saw much of the hard fight that eventually resulted in the building of the railroad.

SIR WILLIAM VAN HORNE
 The builder of the Canadian Pacific, and its second president. It was to his tremendous energy and vision that the success of the actual building was due.

LORD MOUNT STEPHEN
 The first president of the Canadian Pacific Railway and one of those who in the face of personal ruin and disaster carried its construction to a successful conclusion.

WITH all their faith and all their foresight, the Fathers of Confederation cannot have even imagined, sixty years ago, the world influence that their new-made country was destined to exert in the twentieth century. Their chief concern was to keep the Provinces together, to preserve their integrity, to bind them, with tracks of steel and cords of understanding, into a great nation. But the effect of their accomplishment, of the unification and opening up of this vast territory, has been felt to the ends of the earth. The Canadian Pacific, at first a means of bridging the Continent, has spanned the world—and spanned it for Canada!

Its ships, laden with the silks, the spices, the fabrics of the Orient, transfer their cargoes to its trains, which race across the continent to reload their precious freight into fresh vessels bound for Great Britain or Europe under the same Company flag. In every port and commercial city of the world are to be found Canadian Pacific representatives seeking and obtaining business for Canada, to be handled by Canadian ships and trains. The regular sailings of the ships are supplemented by those of cruising vessels carrying passengers on pleasure or education bent, and flying the House Flag in every quarter of the globe. This traffic enhances the trade of Canada, gives employment to more than 80,000 workers, consumes a huge volume of supplies, mainly of Canadian origin. But more important even than this is the world outlook that it gives to the Canadian people, the influence that it gives to Canada in world affairs. Where the Canadian Pacific goes, there goes Canada, her men, her standards, her ideals.

The text in the book reproduced above is from "Hakluyt's Voyages" in the Everyman's Library. Published by J. M. Dent & Sons, Toronto and London.

CANADIAN PACIFIC

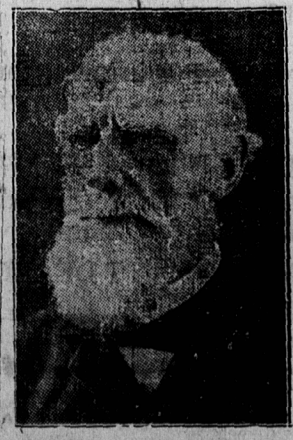
IT SPANS THE WORLD

Number Eleven

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CHARLOTTETOWN GUARDIAN



LORD STRATHCONA
 Who, as Donald A. Smith, was greatly instrumental in the building of the Canadian Pacific Railway who drove the last spike when the road was completed.