

The progress of British North America was greatly assisted by the federation of the colonies, carried out between 1867 and 1873. The two Canadas, New Brunswick, and Nova Scotia formed themselves into the new "Dominion" in the first-named year; the North-Western Territory, once the property of the Hudson's Bay Company, joined them in 1870, British Columbia in 1871, and Prince Edward Island in 1873. The remote fishing colony of Newfoundland has preferred not to cast in its lot with the rest, though in its dealings with its aggressive French neighbours\* it would be greatly helped by being able to speak with the same voice as its greater sisters. The "Dominion" is now a federal government, with a governor-general, a Senate appointed for life, and a House of Representatives. The individual provinces still retain for local purposes their provincial assemblies, and enjoy complete home rule under the central government.

Since the federation, the most important landmark in the history of the colonies is undoubtedly the building of the Canadian Pacific Railway between 1881 and 1885. Since it was finished, the development of Manitoba and the other regions of the "Great Lone Land" has been very rapid. Nine new provinces now exist in this once uninhabited region, with a rapidly growing population of over 300,000 souls. They are mainly devoted to ranching and corn-growing, unlike the districts further east, where the lumber trade is still the great industry. The Canadian Pacific has an imperial as well as a colonial importance, since it provides a quick route to the extreme east, passing entirely through British territory. About 1100 miles is saved in passing from Liverpool to Japan or Northern China, if the route by Halifax, Montreal, and Vancouver is taken rather than that by the Suez Canal and Singapore.

The  
"Dominion"  
of Canada.

The  
Canadian-  
Pacific  
Railway.

\* See p. 219.