

nity for development. British Columbia had before the building of the Canadian Pacific Railway no intercourse whatever with the prairie regions, nor with Eastern Canada. For years after the province entered the Dominion, much discontent prevailed with the terms of Confederation. This was practically allayed by the completion of the Canadian Pacific Railway in 1886. The presence of large numbers of Chinese, Japanese and Hindoos has given rise to great prejudice and even personal opposition to the Asiatics in British Columbia. Laws for the exclusion of these classes have been passed by the British Columbia Legislature, but these have been vetoed by the Canadian Government on account of British treaties and interests requiring friendly relations with Asiatic nations. The building of the Grand Trunk Railway through the northern part of British Columbia towards its terminus, Prince Rupert, will open a new region of country and introduce a large Canadian population. An educational system has, with much expense and Government assistance, been maintained in the scattered settlements in the valleys and ranching districts, and many centres of the province. No provincial University has yet been founded in British Columbia.

WESTERN CANADA

The later development as a field for settlement of the four provinces now described, and their separation from Eastern Canada by the great stretch of unoccupied territory has naturally led to a diversity of interest between the agricultural and manufacturing conditions of the West and the East of Canada. New communities, moreover, are apt to be assertive and dictatory. In consequence of this it has been a constant line of policy among the better class of Western Canadians to resent the local feeling where too exaggerated, and to plead for a United