

all their hopes have not been realized much has been accomplished, and nothing but a one-sided study of events could make any unprejudiced person believe that the Dominion is undergoing a process of disintegration, as Dr. Bender seeks to prove in the February number of this Magazine. The political consolidation of the country is fast bringing about material consolidation, and the growth of national sentiment is commensurate to the progress that has been made. The maritime provinces have been connected with central Canada by the Intercolonial Railway; British Columbia has been brought into close communication with the sister provinces by the Canadian Pacific Railway which has also opened up the North-west to settlement; the great Welland Canal has been constructed; other waterways have been improved, and the older provinces have been covered with a net-work of railways. At the time of confederation Canada was almost without railways. Now there are over ten thousand miles in operation, and at least a thousand more will be open for traffic before next Dominion Day. Following are railways now in operation, with the mileage of each: Canadian Pacific with its branches, 3,678; Grand Trunk, 2,694; Intercolonial, 830; New Brunswick, 397; Northern and North-western, 382; Canada Southern, 376; Prince Edward Island, 196; Quebec Central, 148; South-eastern, 185; Windsor and Annapolis, 130; Canada Atlantic, 135; Manitoba and North-western, 130; Central Ontario, 104; Western Counties, N. B., 67; Quebec and Lake St. John, 46; St. Martins and Upham, N. B., 30; Kingston and Pembroke, 61; International of Quebec, 69; Eastern Extension, 80; Grand Southern, N. B., 82; Erie and Huron, 36; Cumberland, N. S., 32; Napanee, Tamworth and Quebec, 28; Albert, N. B., 45; Bay of Quinte Navigation, 15; Cobourg, Peterboro' and Marmora, 15; Chatham, N. B., 9; Carillon and Grenville, 13; Elgin, Petitediac and Havelock, 14. Of all these railways the Canadian Pacific is the most necessary to the consolidation of Canada, and its construction has been most strenuously opposed from the first by the Provincialists, who declared that it would be far better to let British Columbia go than to undertake such a stupendous work. When they found that the majority of the people favored the construction of the railway they proposed to compromise the matter by building the prairie section and making connection with the American railways at the Manitoba boundary line. They said that the section along the north shore of Lake Superior would never pay expenses, that the cost of constructing it would be enormous, and that it could not possibly be worked in winter. But the Dominionists argued that not only was an all Canadian route necessary to the integrity of the Dominion but the trade of the North-west would be lost to Eastern Canada