

sion of all foreigners, Mr. Warner's fellow-countrymen included, in regard to the narrowness of the fertile and habitable belt is corrected. This misapprehension, which had its origin "before it was discovered that climate depends largely on altitude, and that the isothermal lines and the lines of latitude do not coincide," Mr. Warner's article should do much to remove. With the account given of the manner in which Confederation was brought about, and of the nature of the constitution as crystallized in the British North American Act, little fault can be found. Though the superiority of our political system in several respects, such as the direct responsibility of the Government, the independence of the judiciary, uniformity of laws relating to marriage and divorce, etc., is not directly admitted, the grounds of Canadian belief in that superiority are clearly and frankly given. With some of Mr. Warner's mild criticisms of what he considers weaknesses many Canadians may not be disposed to agree. The defenders of Provincial rights, *e.g.*, will scarcely admit that the veto powers of the Central Government are so absolute as Mr. Warner represents them, nor will they be quite ready to accept his view, though it is, we admit, a very common one, that the Dominion Government can, by the simple process of declaring it a work for the general advantage of Canada, acquire absolute jurisdiction over any railway. The question whether that is the actual intention of the Act must probably be considered as still *sub judice*. Mr. Warner, more than once, intimates his view that the system of Provincial subsidies is a most serious cause of weakness in our federal system. Many thoughtful Canadians will heartily endorse this view, though we are not aware that anyone is as yet ready to propose a satisfactory substitute.

The second division of Mr. Warner's comments contains a very interesting account of his trip from Montreal to Vancouver. The regions traversed are graphically described. The history of the acquisition of the Hudson's Bay Territory and its development up to the present, though familiar to us, will be useful to those for whom it is mainly intended. Some of the descriptions of the magnificent scenery of the Rockies and the Selkirks, though brief and unpretentious, are striking by reason of the clearness with which the picture is set before us. Speaking, for instance, of the station at Mount Stephen, the highest point on the line, 5296 feet above the sea, and of the manner in which the Mount itself, "a bald mass of rock in a rounded cone," rising 8000 feet higher, comes into view of the observer on the receding train, he says:

"As we moved away from it the mountain was hidden by a huge wooded intervening mountain. The train was speeding rapidly on the down grade, carrying us away from the base, and we stood upon the rear platform watching the apparent recession of the great mass, when suddenly, and yet deliberately, the vast white bulk of Mount Stephen began to rise over the intervening summit in the blue sky, lifting itself up by a steady motion while one could count twenty, until its magnificence stood revealed. It was like a transformation in a theatre, only the curtain here was lowered, instead of raised. The surprise was almost too much for the nerves; the whole company was awe-stricken. It is too much to say that the mountain 'shot up'; it rose with conscious grandeur and power."

Mr. Warner thinks that Banff will have an unique reputation among the resorts of the world, and that "if a judicious plan is formed and adhered to for the development of its extraordinary beauties and grandeur, it will be second to few in attractions." Speaking generally of the route through the Rockies, the Selkirks and the Gold range, he says: "I have no doubt that when carriage roads and foot-paths are made into the mountain recesses, as they will be, and little hotels are established in the valleys, and in the passes and advantageous sites, as in Switzerland, this region will rival the Alpine resorts."

The third part of Mr. Warner's article is given to an account of the Canadians themselves. Though in some respects the most interesting part of the paper, we must dismiss it with a few words. Nothing could, in Mr. Warner's opinion, be more erroneous than the idea that the Canadians are second-hand Englishmen. In spite of the strong English traditions and loyalty to British institutions of a portion of the people, the Canadians are, he thinks, a distinct type, scarcely more English in manner and in expectations than his own countrymen. They are, in short, what most of them, no doubt, prefer to be, neither English nor American, but Canadian. "The Canadian girl resembles the American in escape from a purely conventional restraint and in self-reliance, and she has, like the English, a well modulated voice and distinct articulation. But she belongs to a distinct Canadian type of woman."

This topic leads him necessarily into a lengthy discussion of the great variety and the remarkable racial diver-

sities in the population of Canada. Not only is there the Frenchman of Quebec, separated by the widest range of national characteristics from all other classes, but "the man of Nova Scotia is not at all the man of British Columbia or Manitoba." Into this fruitful field of observation we cannot follow him.

Mr. Warner sagaciously observes that the frequency of the question, "What do you think of the future of Canada?" shows that it is an open question. At the same time he recognizes clearly that whatsoever destiny the country may have in store in the far off future, there is at present no appreciable annexation sentiment, nor even a trend of feeling in that direction. Separation from England is, he thinks, calmly contemplated as a definite possibility. "In Canada to-day there is," he avers, in summoning up the results of his observations on this point, "a growing feeling for independence; very little, taking the whole mass, for annexation."

CHAPTERS FROM OUR NATIONAL HOUSEKEEPING.—I.

THE world, at least in its human aspect, is a community of nations, possessing, in a greater or lesser degree, interests that are either in harmony or in conflict with each other. A nation is a community of families, holding to each other a relation similar to the international, but where the opposing elements are expected to be kept in a stricter abeyance to those that are in common. And a family is a community of individuals bearing to each other a relationship identical to the international and the national, with the interests that are in harmony still more conspicuously predominating, and where the highest life is exemplified in balancing personal against mutual advantage and disadvantage, in restraining and correcting, in fostering and encouraging, into a perfect unity of interest; and, when we look for national or universal welfare, happiness and prosperity, the rudimentary and vitalizing principle which lies at the foundation of individual conduct in family life is the same which must govern individual families composing a nation and individual nations constituting mankind.

It is unnecessary in a Canadian journal, one of whose special departments is an impartial and complete enquiry into Canadian politics, to remind its readers that there is no royal road to greatness or stability, no Fortunatus' Cap which can convert what we see into what we wish. There are circumstances in which a substratum of soil would, in a hundred years, produce a giant oak. There are other circumstances in which the same substratum, the same atmospheric conditions would produce successive crops of striplings. The difference lies not so much in the soil, in the seed, as in the treatment of the sapling. In 1867 the Canadian people planted the germ of a nation. The germ came of stock pure and tested. The experience of cycles of nations lay before us as an example to warn and direct. It remains to be seen whether we shall have the oak or the forest of striplings. Official self-congratulation carries to the distant shores of the Dominion the sound as of the oak. A residence in the Capital, by the seat of Government, under the very shadow of the forestry, induces some scepticism.

The analysis might pass from the universe, the nation, the family, into the individual. The principle which governs *men* takes its colour from that which must govern a *man*, in the wholesome and healthful development of all his powers, physical, intellectual and moral, as well as to the development of all the possessions to which he is entitled as a member of the human race, of a nation, or of a family. The idea of regulating the present by the future, and the future by the present, lies at the root of the distinctions which have grown to be associated with civilized as compared with uncivilized society. The word which has come to be applied to this inter-regulation of the present and the future, of nation with nation, has its origin in the system of management in a well-appointed household, a system whose silent and simple operations sometimes lead us to ignore its importance, its necessity, its very existence. From two Greek words signifying *house* and *to rule* we derive the term *economy*, which means the principle of applying a means towards an end, of avoiding in the application of that means all waste and extravagance, of securing from a given expenditure of time, money, labour, natural resources, talents, physical—intellectual and moral—the most advantageous and fertile results. This standard of all government, great or small, is set into bolder relief by two pairs of antithetical ideas, whose association with the central idea serves but to define it with an irresistible clearness. *Extravagance* and *frugality*, *prodigality* and *parsimony*, indicate two conflicting expressions of manage-

ment, the two steps by which on either side of economy we may pass from positive virtue through passive virtue into positive sin.

In such a view of national economy the idea which is forced upon us first and most powerfully is—our Constitution. We are a national community of, roughly speaking, five millions of people. The latest census gives us 4,324,810. We are divided into eight Provinces, each of which appears to possess sufficient individuality of rights and resources to demand individual government in a Provincial Capital. These respective claims and interests are balanced and regulated for the common national good by a proportionate representation in the Dominion Legislature at Ottawa; and in order to trace our pedigree and perpetuate our connection with our ancestors, we have a representation of Imperial control in the Governor-General. The Queen's representative is aided and advised, in Dominion affairs, by a Privy Council (including the Cabinet), the Senate and the House of Commons, and in Provincial matters by corresponding institutions in each of the eight Provinces. For the House of Commons in Ottawa, and for the Lower Houses in the Provinces, representatives are elected by the people, must take the oath of allegiance, and hold their office merely for the term of Parliament; and the proportionate distribution is based upon the principles which regulated the relative provincial interests at the time of Confederation, altered and modified by the needs arising from the addition of fresh provincial claims consequent upon the accession of new Provinces to the Dominion. To the Senate and the Higher Houses in the Provinces, which may be said to correspond to it, members are not elected, but nominated. These nominations are made, in official diction, by the Crown—that is, by the Governor-General-in-Council, which means, in ordinary language, by the Government of the day. A Senator must be thirty years old; must be a natural-born or naturalized subject; must reside in the Province for which he is appointed; and must possess property at a minimum value of four thousand dollars. His nomination holds for life, unless he should be absent for two consecutive sessions; should cease to be a citizen of the Dominion; should become bankrupt or insolvent, or guilty of any crime which should unfit him for his high office. The Provincial Lieutenant-Governors are appointed by the Government of the day, and must take the same oaths of office as the Governor-General himself.

RAMBLER.

Ottawa.

MONTREAL LETTER.

THE hall-door is hardly closed upon the last guest when parsimony puts down the lights and gathers up the fragments, and the last train has not whirled the Carnival visitors over the Victoria Bridge, before, like school-boys over their marbles, we sit down and count out our gains. The curtain of romance is rudely torn from our picture, and we see nothing but the why and the wherefore of our pot-boiling. When the glare of the foot-lights is gone, may we stare our paint and cosmetics in the face, and resolve that we have had the last of our Carnivals, that never again shall we be tempted to perpetrate a penny-show in the guise of hospitality.

A pleasanter topic is the thought of returning Spring-tide, begotten of certain steps which our Harbour Trust contemplates making for the accommodation of trade upon our classic river, the discussion of which suggests a return of manly self-respect in the invention of processes for the manufacture of wealth. When a stranger arrives upon our wharves it is, I suppose, taken for granted that he will naturally indulge in such sentiments of memory of his past or of hope for his future life, as will render him oblivious to the surroundings of his present. And the men who spend their lives there are of necessity so engrossed in an endeavour to obliterate both memory and hope, that the roughness and hardships of their lot may be consecrated into a species of voluntary religious penance. But our merchants, having overcome these early pioneering obstacles in our commercial civilization, and having leisure for the attendant desire for a little of the æsthetic even in steam launches and cranes, have made a bold representation to each other, and find a mutual response.

According to the retiring President of the Board of Trade, our Harbour does not see itself as he sees it. "It consists practically of wooden jetties, covered by water during summer floods, and under water the whole winter, badly paved, accessible from the city only by steep ramps, entirely destitute of permanent sheds or warehouses to protect goods, and cranes to assist in the loading or discharge of ships. . . . No aid whatever has been