

nationalism, the growth of new literary states must be to the increase of the universal literary republic. But when nationalism stunts the growth, and embitters the generous spirit which alone can produce generous and enduring fruits of literature, then it becomes a curse rather than a gain to the people, among whom it may find favor, and to every other people who may have relations with such a bigotted one-sided nationality.

It is quite clear to me, that if we are to succeed with our new Dominion, it can never be by accepting a ready-made easy literature, which assumes Bostonian culture to be the worship of the future, and the American democratic system to be the manifestly destined form of government for all the civilized world, new as well as old. While one can see well enough that mental culture must become more and more to many classes, what religion alone once was to all our ancestors in individual and family government—while the onward march of political democracy is a fact equally apparent—it is by no means clear to myself, for one, that religion will yield diminished power in the presence of a genuine, modest, deep-seated culture; or, that the aristocratic inequalities inherent in men from their mothers' womb will not assert themselves successfully in any really free state. In other words, I rely upon nature and revelation against the levelling and system-mongering of the American, or any other kind. In nature and in revelation we should lay the basis of our political, moral and mental philosophy as a people; and once so laid, those foundations will stand as firmly set and rooted, as any rocks in the Huronian or Laurentian range.

It is usual to say of ourselves, gentlemen, that we are entering on a new era. It may be so, or it may be only the mirage of an era painted on an exhalation of self-opinion. Such eras, however, have come for other civilized states, why not for us also? There came for Germany the Swabian era, the era of Luther, and the era of Goethe; for modern Italy the age of Leo X.; for France the age of Louis XIV. In our own history there have been an Elizabethan and a Georgian era; and, perhaps, there is at hand an American era, in ideas, in manners, and in politics. How far, we, who are to represent British ethics and British culture in America—we, whose new constitution solemnly proclaims "the well understood principles of the British constitution;" how far we are to make this probable next era our own—either by adhesion or resistance—is what, gentlemen, we must all determine for ourselves, and so far forth, for the Dominion.

APPEAL TO THE YOUNG MEN OF THE DOMINION.

I shall venture in concluding this merely tentative and preliminary paper, to address myself directly to the educated young men of Canada, as it now exists. I invite them, as a true friend, not to shrink from confronting the great problems presented by America to the world, whether in morals or in government. I propose to them that they should hold their own, on their own soil, sacrificing nothing of their originality; but rejecting nothing, nor yet accepting anything, merely because it comes out of an older, or richer, or greater country. That it should always remain a greater country is partly for us also to determine; for, at least to our notions, ancient Greece was a greater country than the Persian empire, as at this day. England proper may be considered a greater country than Russia. But North America is emerging; and why not our one-third of the North rise to an equal, even if an opposing attitude, with the land conterminous? Why not? I see no reason, why not? What we need are the three levers—moral power, mental power, and physical power. We know tolerably well what our physical resources are, and by that knowledge we are cheered on; questions of purely moral strength or weakness we may leave to their appointed professors, the reverend clergy; of our existing mental ways and means, I have given a rapid resume.

To supply our list of deficiencies, I have not undertaken yet, as the object of all intellectual pursuits, worthy of the name, is the attainment of *Truth*; as this is the sacred temple to be built or rebuilt; as this is the Ithaca of every Ulysses really wise, I venture humbly to suggest that we need more active conscientiousness in our choice of books and periodicals, for ourselves and for our young people; that the reading acquirement which moves, and embraces and modifies every faculty of our immortal souls, is too fearful an agent to be employed capriciously, or wantonly, much less wickedly, to the peril of interest which will not now be covered up forever, by the sexton's last shovel of churchyard clay. I venture to suggest that we should look abroad, and see with the aid of this all-powerful agent or acquaintance what other nations are doing as intellectual forces in the world; not limiting our vision to America, or England, or France, but extending eager, honest inquiries, beyond the Rhine, and beyond the Alps. From Germany the export of ideas, systems, and standards of philosophy, criticism, and belief, has not yet ceased; and from reconstructed Italy—so ripe in all intelligence—a new mental kingdom must come forth; if the new political kingdom is to stand. I venture to invite the younger minds of the

Dominion to the study of the inner life of other nations, not to inspire them with a weak affectation of imitating foreign models, but rather with a wholesome and hearty zeal for doing something in their own right on their own soil. On a population of four millions we ought to yield in every generation 40 eminent, if not illustrious men; that is to say, one man to every 100,000 souls. And favored as we are, we should certainly do so, if the cultivation of the mind was pursued with the same zeal as the good of the body; if wisdom were valued only as high as mere material wealth, and sought as strenuously, day by day.

I am well convinced that there do exist, in the ample memories, the northern energy, and the quick apprehensiveness of our young men, resources all unwrought of inestimable value to society. I would beseech that most important class, therefore, to use their time; to exercise their powers of mind as well as body; to acquire the mental drill and discipline, which will enable them to bear the arms of a civilized state in times of peace, with honor and advantage. If they will pardon me the liberty I take, I venture to address them an apostrophe of a poet of another country, slightly altered to suit the case of Canada:

"Oh brave young men, our hope, our pride, our promise,
On your our hearts are set,—
In manliness, in kindness, in justice,
To make Canada a nation yet!"

2. CANADA AND HER RAILWAYS.

We take the following interesting article from the advanced sheets of another work from the pen of Sir Cusack Roney, entitled, "Rambles on Railways," and which will appear early in the coming month:—The progress of Canada—I speak of the whole Dominion as recently created by the Confederation of Upper and Lower Canada, Nova Scotia, and New Brunswick—has been marvellous, and in no respect, perhaps, has the growth of the country shown itself in a more marked manner than in the development of its railway system. It was in 1843, or almost immediately after the completion of the magnificent canal system of Canada proper, and by which vessels of 800 tons could pass from the Ocean to Lake Ontario, and *vice versa*, that the Canadians discovered that it was necessary, notwithstanding their unrivalled inland navigation, to combine with it an equally good railway communication—that was if they were to continue to be the carriers of the products of the Western States through the valley of the St. Lawrence. They found that their neighbours to the south had commenced their railways in all directions, but more particularly to connect the cities on the Atlantic coast, with the Western Lakes, and accordingly in 1849 an Act was passed by the Canadian Government pledging a six per cent. guarantee on one half the cost of all railways made under its provisions. Under this Act, the Northern Railway, which runs from Windsor on the Detroit River (opposite Detroit) to the Niagara River, and the St. Lawrence and Atlantic, now forming part of the Grand Trunk line, running from Montreal to Portland, were commenced. In 1852, however, the Government, fearing the effect of an indiscriminate guarantee, repealed the law of 1849 and passed an Act guaranteeing one-half the cost of one main trunk line of railway throughout the Province, and it was under this act that the Grand Trunk Railway was projected. These terms were subsequently modified by granting a fixed sum of £3,000 per mile of railway forming part of the main trunk line. It is true that prior to these dates railways existed in Canada. There was, for example, the horse railway from Laprairie, nine miles above Montreal, to St. John's, on the Richelieu River, which was opened in July, 1836, and was first worked with locomotives in 1837. There was also the horse railway between Queenstown and Chippewa, which was opened in 1839, but with these exceptions and the length of the Lachine Railway, a line running from Montreal for seven miles to the westward, the railway system of Canada cannot be said to have commenced until after the passing of the Railway Act in 1849, and even then it was not for about a year that any substantial progress was made. But after that date the works of the several lines were pushed forward rapidly, and in 1853 the lines from Montreal to Sherbrooke, from Toronto to Bradford, and from Hamilton to Suspension Bridge were opened. In 1854 the line between Montreal and Quebec was opened, the first train having carried Lord Elgin, who was then *en route* to England. In the same year the Great Western Railway was finished to Windsor, and in the following year the whole line from Montreal to Toronto and thence to London was constructed, and in 1859 the entire Canadian Railway system was completed, including the keystone of its arch, the Victoria Bridge, the details of the construction of which will be found in another page.

Whilst, as I have already explained, the Government of Canada owns no portion of the 2,143 miles of railroad now built, although the moneys granted in their aid amounted to upwards of 6,000,000.,