

measure, in his opinion very much owing to the Reciprocity Treaty, which was brought about by Lord Elgin in 1854. The development of trade between Canada and the United States had been very great in consequence, but he was sorry to add that the United States Government had recently imposed restrictions upon that trade which were likely to have an injurious effect upon Canada; but the mail which arrived the day previous brought the intelligence that Lord Napier, our ambassador at Washington, had been engaged in conferences on this subject with the American Government, which led to the hope that the restrictions to which he had alluded would either be removed or very considerably modified. In the comparison made by Professor Wilson between the State of Ohio and Canada there was one feature of very considerable importance, as showing the progress which Canada was making in a department of agriculture equally important to that for which the colony had hitherto been chiefly celebrated—viz., its production of wheat. He alluded to the quantity of cattle stock which they were acquiring. Ohio and Canada were in that respect about equal at the present time. In 1856, the number amounted to 900,000 head of cows and of cattle in each. In Ohio a great deal of attention was paid to the improvement of the breeds, and they had imported from this country some of our most valuable stock. It was, therefore, not to be imagined that henceforth Canada would enjoy celebrity as a wheat growing country only. They were paying great attention to other descriptions of agricultural production; and thanks to the influence of agricultural societies, which extended all over the province, and to which the government contributed liberally in the shape of prizes, they were beginning to recognise the value of the rotation of crops and those other improvements which were so important in a country like Canada. The subject of emigration had been alluded to in the paper, and, as that was a matter in which he had had some experience, he would take that opportunity to express a hope that persons unsuited for emigration to any new country would avoid going to Canada. Persons who were seeking employment as accountants, bookkeepers, clerks, and shopmen, in fact, all descriptions of persons accustomed to in-door occupations, were extremely undesirable emigrants, because they could not get employment except at a very unremunerative scale of payment. They could not compete with the native article in the new country. The younger members of families already resident there were taken into those employments, and they could afford to accept a lower rate of remuneration than those who had to support themselves entirely by their own industry. Emigrants from England seeking such employment generally failed to attain their end, and these were the people who sent home accounts discouraging emigration. Such persons had far better stay at home. Canada at present was no place for them; but to those accustomed to out-door occupations, such as farmers with small capital, labourers, and persons accustomed to use their hands and legs, to them profitable employment would be found in Canada at a rate of remuneration that was unknown in this country for that description of labour, and they might all hope to be successful if their conduct was good, and provided they were temperate. If a man were intemperate nothing could save him, for it seemed that intemperance—bad as it was everywhere—was even more destructive to human life in America than it was in this country. With regard to the great public works already executed and still progressing in Canada, he might be allowed to allude to that mighty structure, the Victoria Bridge. It would be the largest engineering work in the world. There were 24 spans with tubular girders, of the character shown in the drawings exhibited on each side of the room. These, with the exception of the centre one, were 240 feet wide. The centre span, which was intended to serve the purposes of navigation, was 330 feet wide, and there would be 60 feet between the water and the under surface of the tube. The piers were bevelled off for the purpose of allowing the ice to pass away at its breaking up in the spring, which in that country was a formidable occurrence indeed. Within the last four or five weeks, the ice was piled up to a height nearly equal to that of the under surface of the tubular girders, but notwithstanding its unusual accumulation this season, every pier stood as solid as the rock on which it was founded. This was important to notice, inasmuch as some of the fine masonry with which the quays along the river at Montreal were built was greatly damaged and torn up by the violence of the ice. He might mention a circumstance of some importance which had occurred that day, although he could not state it as a certain fact. It had been proposed that the *Leviathan* should run for a period of years in connection with the Grand Trunk Railway of Canada, and this would be the means of carrying out emigrants to that colony and the Western States of America with an amount of comfort and attention to the wants of those persons, such as had never been experienced up to the pre-