

looked while eating, sleeping, or skulking, and how his horse gazed upon him with unutterable poems in his large eyes, when drowning. We accompany him from point to point of his journey, feeling instinctively all the time that we are in the company of a reliable narrator, and a man so genial and ready of resource, that we would like nothing better than to camp with him. Like every one else who knows anything of the North-West, he has faith in its future; but he neither belittles the difficulties in the way, nor shuts his eyes to unpleasant facts. Enthusiasts about the great Peace River country will be annoyed that he gives his own experience instead of confining himself to theirs, and that he is content to say concerning the vast plateau with its millions of acres yet unbroken by the plough, that *probably* wheat will be a safe crop, inasmuch as it is cultivated on the river flats, whose elevation is 800 feet less; and they will simply not believe him, or insinuate that he has some sinister end in view, when he mentions that the wheat at the Mission adjoining Dunvegan and at Hudson's Hope were hopelessly injured by the frost last August. All the same, we are thankful to get the facts. Reasonable beings can be trusted to make their own deductions.

Mr. Gordon accompanied the party sent last year to examine Northern British Columbia, and the Peace River and Pine River Passes, leading from the Rocky Mountains to the prairies on this side. The party consisted of Messrs. Cambie and Macleod, of the Railway Engineering Staff, and Dr. G. M. Dawson, of the Geological Survey, whose notes on the general character of districts visited by him, as well as on his special department of their geology and natural history, are always valuable. Mr. Gordon's book is chiefly a record of the impressions made on him from day to day as he travelled from the Pacific coast to the Peace River country, and thence on

the home-stretch to the Saskatchewan and Red Rivers. The illustrations are from photographs by Dr. Dawson and Messrs. Selwyn and Horetzky, and the maps from the most recent in the Departments of the Canada Pacific Railway, and of the Interior. These features may be considered essential to a book of travels. They certainly add greatly to its value, and make it attractive to all classes of readers.

My present purpose, however, is not to review or give extracts from 'Mountain and Prairie.' Books of its class can be judged of from extracts only as a house can be judged from a specimen brick. He that would form a correct idea of book or house must inspect the whole for himself. I would merely refer in passing to the description of what is, perhaps, the most successful mission to the Indians in the world, Mr. Duncan's at Metla Katlah, and at the same time take the liberty of advising all who are interested in our Indians on this side of the Rocky Mountains, to read the Hon. Alexander Morris's recently-published work, 'The Treaties of Canada with the Indians of Manitoba, the North-West Territories, and Keewatin.' In this paper I intend to refer only to two subjects suggested by Mr. Gordon's book, which are now occupying men's minds, and which, if I mistake not, are likely to occupy them still more in the immediate future. I refer to the Chinese question, and more particularly to our Pacific Railway problem, involving such points as the proper Pacific terminus, the expediency of beginning construction so soon on the Pacific slope, and the best route from the Saskatchewan to the Rocky Mountains.

The first of these questions has risen into continental importance this summer by the two great political parties in the United States elevating it to the dignity of a plank in their Presidential platforms. This tribute to their good cause must be gratifying to the hoodlums of the Pacific coast-