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After writing his great book on Gladstone, John Morley was asked if he did not feel relieved. "Yes," was his answer, "I am very thankful—and very lonely."

The Literary Collector, for February, contains much of interest to "those whose delight is in books and other beautiful things." In addition to the leading articles the several departments, such as, Collectors' Guide to the Magazines, Notes, Query and Comment, and Current Book Prices, all of which contain valuable hints and suggestions. Price \$1.50. The Literary Collector Co., Greenwich, Conn.

The March number of Harper's Bazar opens with an article by Henry Van Dyke called "On the reading of Poetry." These "Little Essays About Girls" are very bright and readable, this being the third of the series. Two good short stories and a little play in one act, together with a generous instalment of the most interesting serial, "The Masqueraders," give us a goodly proportion of the fiction dear to every female heart; while the various articles on fashions, the nursery, recipes, etc., are all most useful. We are promised a special spring fashion number for April. Harper and Brothers, New York.

BUILDING UP CANADA.

No apology is necessary for reproducing in these columns a portion of Sir Sandford Fleming's able address before the Canadian Club, Toronto. It was a plea for a Northern transcontinental railway. Sir Sandford is well qualified to speak on such a subject; indeed no one in Canada better qualified. In 1858—over forty-five years ago—he delivered a somewhat similar address at Port Hope. The views, or opinions, which he expressed then were considered too optimistic, but time has fully verified them.

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Sir Sandford pointed out that there had been rapid settlement in the West, and railway development in Manitoba and beyond, but what, he asked, will follow if no sufficient effort is made to reclaim the vast intervening territory? He feared the people of Canada would be separated into two groups by an unpopulated wilderness constituting a dangerous area of cleavage; besides at some critical moment the existing single line of railway of the C.P.R., leading from Ontario to Manitoba, would be very easily attacked. At present Canadians might not think that political separation would follow, but they must not hide their heads in the sand and remain in a fool's paradise—they must look at the facts.

The intervening area referred to stretches from Manitoba to the Saguenay, about 300 or 350 miles north from the C.P.R., line, and is a space equal in area to more than four provinces of Manitoba. At present it is without a single white inhabitant; indeed, it is almost unmapped, is wholly unopened and unsettled; yet much of it is in the geographical centre of the Dominion, and may be regarded as its body. Moose Factory, on its northern side—on the margin of Hudson's Bay—has a winter and summer temperature similar to that of Winnipeg, while the average snowfall is less than half of that of Montreal or Quebec. True, as yet the region is a "woodland wilderness"; but that is the worst that can be said of it. The territory is the natural home of pulpwood, of which there is an inexhaustible supply. But that is not its only wealth. The Hon. Sydney Fisher says—"There is a great abundance of splendid agricultural land and undisturbed mineral deposits. In a country so expensive as this—a tract of virgin wild land more than double the superficial area of England, Ireland and Scotland combined—we may look for varied natural assets awaiting development. Another feature of the new northern country is the existence of numerous water powers."

But the opening up and developing of that vast area is only one of many benefits which would flow to Canada from the proposed northern transcontinental railway. "Looking forward but a few years," says Sir Sandford, "the Dominion may come to possess in the hinterland of Ontario a new seaport. Archangel, the Russian port, is in a parallel of latitude of $13\frac{1}{2}$ degrees or more than 900 miles farther north than Moose Factory. Archangel is a seaport of importance, with dockyard and a prosperous shipping trade, its population is not inferior to some of our Canadian cities, and before the founding of St. Petersburg it was long the only seaport within the limits of Russia. Can any person now living foretell what the only seaport of Ontario may yet become?"

Sir Sandford considers that for the Dominion it is a matter of absolute necessity to have a northern transcontinental railway terminating at tide water on the lower St. Lawrence on the east and Port Simpson on

the west. The three points—Lake St. John, north of Quebec; Norway House, at the north end of Lake Winnipeg, and Port Simpson, on the Pacific—lie nearly in a straight line, and a railway connecting these points would be the shortest possible transcontinental traffic route north of Mexico. Such a route would traverse the great fertile belt of northern Quebec and Ontario; the great and better half of the North-West Territory; and, while the Province of Manitoba and all between it and the Rocky Mountains might remain tributary to Winnipeg, the far larger and agriculturally more valuable area lying to the north of that region would be best served by a transcontinental railway running north of Lake Winnipeg.

In concluding Sir Sandford submitted five reasons why he favoured that route for the proposed northern transcontinental railway. Briefly, these are in effect—1. It is not in the public interests to have all the lines of communication between the east and west passing along the immediate shore of Lake Superior, or so near the frontier as Winnipeg. 2. A trunk railway on the northern route will best serve the larger half of the productive North West still remaining to be opened up. 3. It would be the shortest line between the two oceans, besides being the most direct for the products of the northern half of the prairie region to the nearest Canadian shipping ports. 4. It would possess means of carrying these products to Canadian tidal ports at all seasons of the year at less cost than by any other route whatever. And (5) the reliability that at Quebec in summer, and at the open ports of the Maritime Provinces in winter, ships transporting produce to Great Britain would, when necessary, be placed under the express protection of the British fleet.

The grand effect of the proposed railway, Sir Sandford contended, would be to broaden the Dominion, to add strength where strength is so much needed, to establish many new centres of industry, and thus the country would steadily become populated and consolidated.

The February Contemporary gives the leading place to Sir Oliver Lodge's article on School Reform. Then follows a group of three papers on Free Trade, by C. M. Chombley, J. A. Hobson and The Hon. Bertrand Russell respectively. Ivanovich has a readable article on the late Princess Mathilde, Napoleon's last niece. The Modern German Novel is discussed at some length; and very naturally affairs in the far East come in for a large share of attention under Foreign Affairs. Leonard Scott Publication Company, New York City.

The Studio, for February opens, with The Work of George Henry, R.S.A.; A Review and an Appreciation, by Percy Bate. Then follows a series of pictures, Oxford Colleges, drawn by Vernon Howe Bailey. Two short but interesting articles are those on the work of Albert F. Fluery, a resident of Chicago, and Charles Milcendeau's Pastels. Other especially good articles are: Victor Hugo's Drawings, The Photographic Work of W. J. Day and A Rebuilt Village. Reports of the Arts and Crafts Association at Dresden and The International Society of Sculptors, Painters and Gravers, contain much of interest, as does Studio Talk. The beautiful illustrations which accompany all the articles in this magazine are a never ending source of pleasure to its readers. 44, Leicester Square, London, England.