

as art and care can make them; the streets wide, the houses substantial, the public buildings creditable, the shops and wholesale warehouses showing every sign of a thriving and exuberant trade. Toronto, spreading over a wide and gently rising plateau on the Lake shore, handsomely built, increasing most rapidly, possessing public buildings which in dimensions, in correctness of taste, and in solidity of construction, are surpassed by few of a similar kind in the second rate towns in England; its wealth steadily accumulating, under perhaps the comparatively slow but certain course of the strict business principles and mercantile honor of the "old country"; its numerous neat and well kept villas, and houses of larger pretensions attached to considerable farms at a further distance from the town, attesting the effect of the process. Kingston, also showing signs of prosperity and progress; distinguished, even among the towns in Canada, for the grandeur and correctness of design of its public buildings (market houses, public offices, &c.); occupying an important position at the head of the Rideau Canal; guarded by its strong fort, which combines in the landscape with the varied outline of the town, the inlet forming the small dockyard, the woody islands and the surrounding country. Montreal, alive with commerce, pleasing the eye with the graceful forms of the hills around; some of its old narrow and somewhat picturesque streets reminding one of Europe; its public buildings erected and in progress, equally substantial and creditable. Quebec, with its undying interest, its beauty of position and outline, its crowd of masts along its wharfs, its fleets at anchor below the citadel, or in the "Timber coves" beneath overhanging cliffs and foliage, its quaint old streets, its imposing fortifications, and its busy population.

Let all these circumstances be weighed; the great natural resources of these provinces, the energy now at work in developing them, the inducements thereto held out by the home growth of a consuming population and by the expanding facilities of transport either to the home or to the foreign markets; and it

will be seen how extensive a field is there opening for the still further employment of British Capital and labor.

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The respect and admiration I conceived for that splendid colony on seeing it from one end nearly to the other, were in no wise diminished by what I witnessed or heard of the French Canadian portion of it; nor were the anticipations of its future progress in any degree lessened. And should any one in this country be disposed to undervalue it, either in itself or as "part and parcel" of the British dominions, I would beg him to go and pass through the length and breadth of that favored and magnificent land. Let him picture to himself its thirty millions of acres of soil, than which finer and richer never came from the beneficent hand of nature; let him survey that splendid river, bearing to the ocean vessels that have navigated its parent water for two thousand miles; let him examine its Canals—those noble works of skill and science that have as it were smoothed the rapid and made a stepping stone of the rocky ridge that throws Niagara over its brow; let him walk through those towns on the margin of those lakes and that river—towns which wealth has already decorated, and which a sober and correct taste, and solid comfort and convenience, have already stamped with a thoroughly English character. Let him then look at the varied and in some parts picturesque scenery, either glowing in the hot summer's sun, or arrayed in the gorgeous tints of an American Autumn, or reposing under the bright and silent winter's sky. Let him see the many and various fruits of the earth pouring into those towns daily, as from the very lap of plenty. Let him think of the genuine English feeling, grounded on the participation of British freedom with the pride of British origin, which pervades the land; and the no less deep and elevated sentiments of French nationality, with which, in singular and beautiful union, a chivalrous loyalty to our Queen is mingled as the colors in a prism, distinct yet united. Let him see and consider these things, and then ask himself if that is a country of which to speak lightly, as one that may possibly be torn, or may one day fall away from the British Crown!

The Irish Submarine Telegraph.

The success of the Electric Telegraph would have been greatly circumscribed, if means had not been found of passing the electro-current under water. Intelligence would have been transmitted swiftly over continents, and arrested by narrow channels. The instruments of perfecting important discoveries sometimes appear along with the invention. The electro current can be conveyed beneath water by the aid of gutta percha, and this singular material came into the western markets at the precise time when it was required to accomplish this work. The wires of the Electric Telegraph, when stretched on poles by the side of railways, according to the common practice in this country, are

wires, although that is entirely imaginative; but, in the case of the subterranean telegraph, information of an evil deed seems to spring out of the earth. But the telegraph has other, more common, and more important purposes to serve, than that of a police assistant. It is not always charged with messages of evil. It carries all the more important missives of the age, and if it ever brings a tale of danger of war, it will as often convey the glad tidings of safety and of peace. Its operations and tendencies are all on the side of inter-national friendships and amity, for it utterly annihilates distance, in one respect, and will maintain yet hourly communications between the most distant regions of the earth



independent of gutta percha; but when they are carried through tunnels, its aid is necessary. The aerial telegraph, although common in Britain, is not universally used. The subterranean system is chiefly practised in Germany. We suspend the wires on poles, and the Prussians cover them up in a trench. The idea of messages overtaking railway trains, passing them with inconceivable rapidity, and preparing for travellers an unwelcome reception at the end of their journey, has become a frequent subject of sentimental writing. It is not quite so startling as those underground messages transmitted with equal rapidity. As the train hurries over the line, the traveller has leave to imagine that his eye detects a slight tremulousness in neighbouring

But deep, wide oceans intervene between them, and neither the English nor the German systems of telegraphing are practicable on them. Science had not material whereby to throw a bridge with poles and wires over the Atlantic, while the subterranean system seemed at least equally improbable. The latter, however, afforded suggestions for a subaqueous telegraph. The insulation and protection of the telegraph wires were requisite in the subterranean system, and were fully afforded by gutta percha. The wires had been covered by that strange gum, extracted from an eastern tree, and while this covering did not interfere with the transmission of messages, it effectually shielded the swift messenger on the journey, or perhaps we should describe it with