

we not in the stirring pages of our history all the prophetic signs that foretell great destinies? In that triumph at Yorktown which was the fertilizing ray of American liberty do we not find the glory shared between the two races of which our own nation is composed? The Mississippi need not be jealous of the St. Lawrence. Each of those kingly streams may bear on its breast the treasures of empires richer than the whole East. The valleys and peaks of the Rocky mountains may suffice for the echoed acclamations of two hundred millions of men; the soil and the sky of this vast continent are sufficient for the progress, the glory, the liberty of us all. In the period of prodigious development through which we are passing, three grand questions are imposed on the patriotism of our citizens, on the solicitude of our rulers: the industrial movement, implying the study and amelioration of the relations between capital and labor; the speedy settlement of the vast domain that a wise policy has placed at our disposal, and the extension of our commerce abroad. Thanks to the National Policy, our industry has been created and is an established fact. In some cases it may be that it has anticipated or transcended the wants and capacities of our market. When will it be prudent to modify our fiscal policy? The example of our neighbors may on this point serve as a guide, at least until the time when excessive surpluses in the revenue would menace the economic bases of the monetary market, a danger which as yet is not imminent. But if industry prospers, the question of the workingmen is sure to come to the front. I am, as you know, one of those who believe in the lawfulness of

#### THE LABOR MOVEMENT.

who believe in the elevation of the masses in the economy of society, who believe in the improvement of the relations between capital and labor as a result greatly to be desired. I also believe that after the groping in the dark which is inevitable at the outset of all great social reforms destined to modify profoundly an order of things that has come into existence in the course of centuries, we are nearer than is generally supposed to the solution of the problem. But I also believe that, as in great physical experiments, absolute precision in movements and measures is necessary to attain the due result so that the least inconsiderate shock, the least ex-

aggeration, may compromise and confuse a question so delicate as that of labor in the fabric of society. I would say to the people, therefore, (and my devotion to their interests is equally free from pretence and from weakness), that religion, the only true moderator of human ambitions, is the necessary mediator in this great industrial revolution for which preparations are with such ardor being made. The settlement of the public domain by colonization and immigration, has not, perhaps, had so rapid a development as the efforts of the Government in that direction would justify us to expect. What is the cause of this comparative slowness? It is true that great works, works that are to last, have always been laborious and slow. But there is no reason to reject the sacrifices that have been made or to decline making fresh ones. Nor must the Government lose sight of the fact that the older provinces also form part of the public domain, and that enterprises for attracting thither a larger population than they are yet favored with are worthy of attention and support. The

#### NAVIGATION OF THE ST. LAWRENCE

offers to commerce advantages which make it the outlet of a large proportion of the grain trade of the Northwest. The Government has made provision for every eventuality by the works of colonization which it has pushed forward with increasing energy. Its sacrifices have not been without hope of immediate compensation when the question at stake was the fitting of our harbors to receive, shelter, and repair vessels of highest tonnage. Millions have not been counted when it was necessary to construct great lines of railway, those valiant pioneers of Canadian commerce. The Grand Trunk opened the market, others followed the example until the day when the country seemed determined to play its last card, as it were, to risk its last shilling, for the construction of the colossus with extended arms that touches both oceans. In Europe the impression seems to prevail that we are going too fast in this direction, that our enterprises are in advance of the development of the resources that should foster such railways, and that the credit of the country may be affected by soliciting capital that must for a time remain unproductive. But those fears are exaggerated. There may, here and there, be a case of disappointed hope, but, in the main, these undertakings will prove remunerative.