

the mouth of the Saskatchewan, the gateway and high road to the North-West, and the starting point to another 1,500 miles of navigable water, flowing nearly due east and west between its alluvial banks. Having now reached the foot of the Rocky Mountains, our 'Ancient Mariner'—for by this time he will be quite entitled to such an appellation—knowing that water cannot run up hill, feels certain his aquatic experiences are concluded. He was never more mistaken. We immediately launch him upon the Athabaska and Mackenzie Rivers, and start him on a longer trip than he has yet undertaken, the navigation of the Mackenzie River alone exceeding 2,500 miles. If he survives this last experience, we wind up his peregrinations by a concluding voyage of 1,400 miles down the Fraser River, or, if he prefers it, the Thompson River to Victoria, in Vancouver, whence, having previously provided him with a first-class return ticket for that purpose, he will probably prefer getting home *via* the Canadian Pacific. Now, in this enumeration, those who are acquainted with the country are aware that, for the sake of brevity, I have omitted thousands of miles of other lakes and rivers which water various regions of the North-West—the Qu'Appelle River, Belly River, Lake Manitoba, the Winnipegosis, Shoal Lake, &c. along which I might have dragged and finally exterminated our way-worn guest, but the sketch I have given is more than sufficient for my purpose; and when it is further remembered that the most of these streams flow for their entire length through alluvial plains of the richest description, where year after year wheat can be raised without manure or any sensible diminution in its yield, and where the soil everywhere presents the appearance of a highly-cultivated suburban kitchen garden in England, enough has been said to display the agricultural riches of the territories I have referred to, and the capabilities they possess of affording happy and prosperous homes to millions of the human race."

Lord Dufferin did not allude to the artificial waterways of Canada. Compared with some of the lakes and rivers, the canals are, indeed, unimportant; but they will stand comparison with any works of their class. As engineering achievements, I believe I am correct in saying that they are unrivalled. They are certainly as much superior to the canals of the United States, as the latter are in advance of anything I have seen in England. These canals exist only in the provinces which lie in the valley of St. Lawrence, still they are of immense value as links in a great chain of navigation, on which during part of the year the products of field and forest are floated to market. But however valuable the artificial, as well as the natural waterways of Canada are, they are open to one serious drawback. They are, as may be supposed, exposed to climatic influences, and the low temperature I have referred to, however dry and invigorating to man, has the effect in the still brilliant nights of early winter, of sealing them up until the sun again begins to return to the summer solstice.