

time, represented by real estate, probably \$4,000,000 or \$5,000,000. That would make a total of about \$8,000,000 loaned on properties and representing a value of about \$20,000,000. What is the condition now? According to the latest returns of the companies they have loaned on property the sum of \$110,000,000, which represents a value, all created during the last forty years out of the wilderness of our forests and woods, of \$250,000,000. The surplus, over and above encumbrances, of these properties forty years ago, was about \$12,000,000. The surplus now is \$140,000,000, all of which is owned by the inhabitants of this country, as indeed is more than one-half of the money loaned, itself. But putting that aside, it is evident from these returns of the mortgages, that properties to the amount of about \$250,000,000 have been created out of what was formerly a wilderness, an evidence of the truth of what used to be claimed of Canada, that it was a country of great future resources.

"But now you are all wondering, doubtless, why nothing has been said about our great North-West. Well, a great deal of nonsensical talk has been indulged in about that, too. Some people have said, why couldn't Canada have occupied these vast prairie regions as soon as the United States did theirs? forgetting that the prairie regions of the United States were a thousand miles nearer than those of Canada are, that they directly adjoined the great cultivatable regions of the older Western States, and that the wave of emigration met with no obstacle whatever in going over from the cleared lands of Ohio, Indiana and Kentucky to swarm over the great plains of Illinois, Nebraska and Kansas. There was no obstacle whatever in the way. But think of the obstacle in our way. Nearly one thousand miles of rock, woods and mountain, thoroughly impenetrable in former times. It used to take Sir George Simpson nearly six months to make the journey from Montreal to Fort Garry, where Winnipeg is now. How could any emigration, by any possibility, surmount obstacles like that? The country could only be opened up when the settlement of the United States approached the borders of our own territory, and when men could pass through by rail and river, proceeding from the older States through Minnesota and Dakota, to our own prairie regions. But we have got a Pacific Railway now, you will say. Undoubtedly we have. But all settlement of new countries proceeds in waves of population, and the larger the wave of contiguous population the larger the emigration will be, and *vice versa*. For it is a law of emigration that those who are already settled in a new country are the persons who draw others after them. Now, for the last twenty years you have had a drawing power exercised by forty or fifty millions of people against the same power exercised by four or five millions. That is the real reason why a settlement of our North-West has not been more rapid. But don't let us delude ourselves by estimating progress merely by the growth of population. There cannot possibly be a greater fallacy. Taking the development of production, there has been as great a growth in our North-Western prairies as there was in the prairies of which Chicago is now the centre in former days, and as it has been demonstrated that the country is one capable of almost every kind of agricultural development, and as there are millions and millions of acres of it in the state of nature at present, one may forecast, without claiming to be a prophet, a development in the future on quite as remarkable lines as have been seen in the past.

"Now I think I have said enough regarding a great subject. One might make a speech about it as long as the Finance Minister's in introducing the Budget, but you cannot stop here until daylight. I have just indicated a few leading thoughts. Doubtless your own intelligence will enable you to follow them up. I think I have demonstrated two or three things: 1. That the development of this country cannot be measured with any sort of accuracy, by the extent of its mileage and the growth of its population. 2. That the development in the shape of savings and of increased business during the last forty years, has been simply phenomenal and in a ratio enormously in excess of the increase of population. 3. That we have made the very most of such resources as Providence has placed within our reach. 4. That we have all reason, in spite of all drawbacks, to be most hopeful about the future of our country."

A most interesting address was that of Hon. Mr. Beaubien, Minister of Agriculture of the Province, who enlarged upon the importance of the dairying industry to Quebec, and described its expansion and the effect produced upon the enterprise and thrift of the farmers by the instruction given them in modern theories and methods.

THE MONTREAL EXHIBITION.

When a visitor has struggled through the crowds outside the gates—for 500 yards along Mount Royal avenue there is a never-ending string of fakirs, fiddlers, *estropies*, merry-go-rounds, shooting galleries, peddlers, blind beggars and shouters generally—he encounters another, but somewhat better, crowd inside the gates. On the day of

my visit there were, according to the secretary, 25,000 paid admissions though the popular rumor and the local newspapers made the number, much greater. What was striking was the large proportion of the total number that you could see at once. The immense sloping quadrangle of green grass, with scarce a tree upon it, that stretches between the entrance gates and the Main Building, and is flanked by booths and buildings, seemed one moving mass of people. And the flags, the banners, the sounds—including an admirable band in the central kiosk—made the scene almost exciting. It was satisfactory to find the British ensign floating higher in the air than anything else. I mean that it was displayed highest up upon the highest building. On one of the buildings, an agricultural one I think, a curious compromise in bunting had been effected: a large Union Jack had been cut in two and a composite flag made by attaching to the inner side of the sub-divided Jack the red and white portions of the French tricolor.

Once inside the Main Building, there are some striking things to be seen amid much that is commonplace. The fifty foot circular light-house of A. & R. Loggie, of New Brunswick, is a bold conception, well carried out. Small cans of lobsters are set in a circle twenty feet in diameter, and on top of these successive rows tapering inward, as it were the foundation of the structure. Then come layers upon layers of little round, flat boxes of smelts, thousand after thousand, until the top—where an imitation lantern crowns the structure—is reached.

The McClary Company, of London, has the prominent place of all, facing the south door, and has made a fine display of FAMOUS stoves and tinware. A feature of it is the handsome porcelain enamel steel range. We are accustomed to think of stoves (and until lately of boots) as nominally black, but here is a stove white inside and out, bronze gilt; and it might have been, from its appearance, intended for an ornamental stand for a Japanese temple, just as likely as for cooking purposes.

On the left a fine cigar exhibit, on the right groceries and printing inks; here Sarawak teas, there Timbuctoo teas; on the right aerated water, on the left non-intoxicating beer; feathers, drugs, glass-blowers, hardware and then candy. Far round to the east is the generous array of Christie, Brown & Co.'s biscuits; far over to the west Colin McArthur & Co.'s wall papers and cylinders. The Canadian Rubber Co. makes a plain and solid display of plain and solid-looking goods, such as its well-known fire-hose, shoes and rubber clothing, in a glass case 16 feet high. The Morse Soap Company has a fine exhibit, and near them are Jno. Taylor & Co., makers of perfume.

A space quite 50 feet by 15 is occupied by the velocipedes, wagons and sleighs, the rattan chairs, rockers, baby carriages and easels of the Gendron Manufacturing Company of Toronto. This enterprising concern has also, in another part of the Main Building, a display of its well-known make of men's, women's and children's bicycles, among them a boy's bicycle, with hard rubber tire, which retails at \$10, and a handsome tandem machine. The Gendron people use what is called the Buckeye inflated rubber tire, a patent of their own, which it is claimed has great strength and is a great support to the woodrim, no cement and no wire being used. The frames of their bicycles are made of seamless steel tubing, which is stronger than the ordinary forged joint. Their mode of finishing the steel work gives a handsome effect; it is termed aluminum finish.

Comparing the present exhibition, in its manufactured goods departments, with that of two years ago, the present is inferior—has more of a retail character, more surface, so to speak, but less substance. It is noteworthy that the three concerns which in 1893 occupied so large a share of the iron work heating department—the Toronto Radiator Company, Messrs. Warden King & Son, and the Gurney-Massey Co. are not represented at all this year. The hot water heating display is left, indeed, almost entirely to H. R. Ives & Co. and the Star Iron Co., of Beauharnois. The former of these shows architectural iron work, brass and other metal work. Alongside is an interesting display by Messrs. Carrier, Lainé & Co., of Levis, in charge of Mr. Carrier, junior, who will accompany it to Ottawa Fair, on the 20th, and to the St. John Exhibition next week. This well known foundry concern makes the slow combustion English stove, with downward draught, which consumes every particle of coal. Its little "Cricket" coal stove, 18 inches square, entirely nickel plated, is a beauty, fit for a doll's house or an artist's studio.

A really striking exhibit is that of the Selater Asbestos Manufacturing Co., which is near the bicycle stand, and the Montreal Roofing and Flooring Co. have another. Considerable space is devoted by Messrs. H. McLaren & Co. to showing the varied products of the Metallic Roofing Co., of Toronto. The ceiling erected is attractive and the display effective, which is more than can be said of other portions of the exhibit, which have been devoted too entirely to the *utile*, to the exclusion of the *dulce*.

In the Carriage Department, the J. B. Armstrong Company, of Guelph, have a long space, and their products found admirers here as