

short a time after seeing that exhibition they should have such a valuable paper giving the full facts and concentrated essence of that which had so recently delighted the eye. What had struck him so much in connection with Canada was the mixture of courage, enterprise, and foresight, with controlling prudence. Some colonies had at times excited the misgivings of their best friends by the rapidity of their expenditure, and there might have been a doubt whether their resources were not being overtaxed; but he had never heard such a doubt expressed with regard to Canada. Great as had been the expenditure, there had been wisdom, and there was such an enormous amount of resources that safety prevailed, and there was no danger. He thought they might in some particulars adopt the policy of their Canadian fellow citizens, for instance with regard to timber. In some parts of the world timber was being cut down in such a reckless manner that there was a danger of the forests disappearing; but he observed that in Canada great care was taken to re-plant. They had been told that in Canada there was already a department of agriculture, with a member of the cabinet at its head. That had been promised in the House of Commons the previous evening for England and Wales, but even the details of the scheme had not yet been made public property. In England they were only just thinking that the Government might do something to teach agriculture, whereas in Canada that teaching was already carried out under the administration of the great Dominion. It must be a great relief to those who occupied the crowded cities of England to know that there were such a vast number of acres of land, which in years to come would bring ample supplies of food to the teeming populations. With regard to the railroads, he thought that an English railway proprietor might well envy the fate and fortune of his Canadian brother. In England owners of railways would in all probability undergo during the next few months a sharp experience, and their policy would be sharply challenged; but he found that in Canada the railways were supported by large subsidies of money, and by large grants of fertile land. So completely had the Government and the people gone hand in hand, that although the railways had cost 135 millions of money, upwards of 100 million £ sterling had been spent out of private fortunes in order to build that gigantic system of railroads. It had been his fortune to be in Canada in 1871, and had had a conversation with Sir John Macdonald in the September of that year, at the time when the survey party spoken of in the paper had gone forth, and Sir John was speaking of what the result of that exploration might be. That great statesman said he had no doubt that the capital would be forthcoming, and his mind was in large measure at rest on that head. That railway, as they knew, had now been made. It was difficult to realise its completion at so comparatively an early a period when its shadowing forth was so recent as 1871. On the River St. Lawrence there was a rapid called La Chine. A Frenchman a hundred years ago had said that that was the true road to China, and he called it La Chine rapid; that prophecy was repeated as a joke on the steamer as he descended the rapids in 1871, but that which was a