

life of Canada's Frontier with rare skill. The delineations of snow scenes and forest life, are the best we have ever seen. Of these illustrations there are seventy, many of them full-page engravings.

Mr. Julian Ralph describes first, Some Titled Pioneers in the North-West of Canada, where Lady Cathcart, of England, and Count Esterhazy, of Hungary, have planted extensive colonies, and where Dr. Rudolph Meyer, of Berlin, the *Compte de Cazes* and the *Compte de Raffignac*, of France, and M. Le Bidau de St. Mars, of France, have formed "the most distinguished and aristocratic little band of emigrant farmers in the New World."

Mr. Ralph describes the method of the Canadian Government in forming their treaties with the Indians, and in keeping faith with them after they are formed, a method to which he largely attributes the immunity of Canada from the Indian wars which have disgraced the American frontier. He pays a high tribute to Father La Combe, the devoted French missionary, who has laboured so long and so well among the Indians of the North-West. He also expresses high appreciation of the labours of the other missionary toilers in that land. Mr. Ralph has had access to private papers and documents of the Hudson Bay Company, and has personal acquaintance with many of the factors of that great corporation. His account of the planting of the Red River colony, of the *Iliad* of disasters through which it passed, and of the mode of administration by which the little Company in London ruled a country nearly as large as Europe, are of the highest importance.

The tragic story of the founding of the Red River colony is one of pathetic interest. Governor Semple and twenty-two of the English were slain by an attacking party of sixty-five French and Indians representing the North-West Company. By a strange nemesis no less than twenty-six of these sixty-five died in turn a violent death.

The account of the hunting, trapping, trading and travelling, a condition of things which has almost

entirely passed away, is of intense interest. Describing the distribution of mails under the old régime, he says: "The winter mail-packet, starting from Winnipeg in the depth of the season, goes to all the posts by dog-train. The letters and papers are packed in great boxes and strapped to the sleds, beside or behind which the drivers trot along, cracking their lashes and pelting and cursing the dogs. This is a small exhibition as compared with the brigade that takes the supplies, or those others that come splashing down the streams and across the country with the furs every year. But only fancy how eagerly this solitary semi-annual mail is waited for! It is a little speck on the snow-wrapped upper end of all North America. It cuts a tiny trail, and here and there lesser black dots move off from it to cut still slenderer threads, zig-zagging to the side factories and lesser posts; but we may be sure that if human eyes could see so far, all those of the white men in all that vast, tangled system of trading centres would be watching the little caravan, until at last each pair fell upon the expected missives from the throbbing world this side of the border."

A couple of chapters are devoted to Canada's El Dorado, as he calls British Columbia, and the exploiting of the Canadian Pacific Railway. Of British Columbia he says: "It is as extensive as New England, the Middle States and Maryland and Georgia, leaving out Delaware. It is larger than Texas, Colorado, Massachusetts and New Hampshire together. For years it was an empire with only one waggon road. There is now an opulent civilization in what was once called the great American desert, and a flourishing settlement where the school-books located a zone of perpetual snow." The resources of the field, the forest and the mine, the deep sea and inshore fisheries of British Columbia are the elements of scarce to be estimated national wealth.

Our author gives a graphic account of the wild life of the path-finders of empire, who constructed the Canadian Pacific Railway. Among these