

laid, and over 1000 under construction. The Intercolonial and Grand Trunk Railways furnish an uninterrupted line of communication from Sarnia to Halifax, with many feeders to its trade joining it at important points. That gigantic national project, the Canada Pacific Railway, is at last making steady progress; and before half a decade passes away, the locomotive will not be far from the base of the Rocky Mountains. As it passes over the fertile region of the Great North West, watered by the Red, Saskatchewan, and Peace Rivers, a stream of population must necessarily obey the law which forces it to follow railway progress in a new country. Already a large city is growing up on the banks of the Red River, and immigrants can now reach it by continuous railway communication from Halifax or Quebec. The posts of the Hudson's Bay Company of Adventurers are no longer the sole representatives of civilization in what was once called with truth the 'Great Lone Land'; but settlements of enterprising farmers are already fighting with the wilderness far in advance of the railway.

'I hear the tread of pioneers,
Of nations yet to be,
The first low wash of human waves,
Where soon shall roll a sea.'

IV.—THE FUTURE DESTINY OF CANADA.

The Dominion possesses in the St. Lawrence a great natural artery, to which her enterprising neighbour cannot offer a rival; and it is inevitable that sooner or later the bulk of western products will find its way to Europe through the river with its splendid system of canals, which so admirably illustrate the enterprise of Canada. The Dominion, too, has ports on her eastern seaboard, open at all seasons, and nearer to Europe than any of the American harbours; and the time is not probably far distant when the

great Atlantic entrepot of Canadian trade will be the port of Louisbourg, which once played so important a part in the conflict between England and France for supremacy in America. The fisheries of the Maritime Provinces are the object of the envy of the New England States, whilst her mineral resources of coal and iron on the Atlantic and Pacific Coast open up to her a great commercial future. In the North West there is a grain-producing region to be developed, beyond any now possessed by the United States. All these are the elements of a prosperous nation, whose population in a few decades must be continuous from Ontario to Vancouver. The future destiny of such a country is a question which might well attract the attention of political writers and economists. It may be said that speculation on such a subject cannot lead to any profitable conclusion; but certainly it requires no gift of prophetic foresight to see that the time must, sooner or later, come when the relations between the Parent State and Canada will be arranged on some more substantial basis. Three destinies are obviously open to Canada—Annexation, Independence, or Consolidation into the Empire. Absorption into the United States is a question which need hardly be discussed now-a-days. In old times it had its advocates, especially before the Union of 1840, when Canadians looked across the border and saw a prosperous, progressive people enjoying liberal institutions, and their natural corollaries of widely-diffused education and ever advancing commerce, whilst Canada was labouring under the disadvantages of a system which repressed all the free instincts of a people anxiously desiring self-government and that opportunity of expansion which it would give to their energies. In later times, the very free intercourse which the Reciprocity Treaty of 1854 created between the two peoples, especially between New England and the