



A FAVORITE CORNER OF SIR JOHN'S AT FARNSCLIFFE.

pared with other powers, but hardy and self-reliant, and drawn from the best stock of the Old World; free, to a marked degree, from the taint engendered by the existence within its borders of people from the most degraded European races. Since that day its progress in every respect has been great; those who question it know well—unless their mental powers are under a cloud—that their pessimistic denials of Canada's advancement are false, and only given expression to in greed of notoriety or political gain. To Sir John A. Macdonald, as the "Father of Confederation," to his colleagues, and to those Canadian statesmen who, regardless of party, aided the great work, British North America, aye, and Great Britain herself, must ever stand indebted.

During all these years, Sir John's domestic life had not been without changes. In 1856 his wife was removed by death, leaving one son, Hugh John Macdonald, now M.P. for Winnipeg. For eleven years Sir John remained a widower, then, in February, 1867, he married Miss Agnes Bernard, daughter of a gentleman who had occupied high social and judicial positions in the fair island of Jamaica; his son had been for many years Sir John's private secretary. Political leaders often owe much to their wives, and depend largely on their help in attending to the less prominent, but not less important, functions of social duties. To Sir John, Lady Macdonald has proved a most admirable helpmeet in this respect, and it is impossible to praise too highly the tact, kindness and courtesy she has shown in her intercourse with the guests and visitors at Earncliffe. A fond and affectionate wife, she has devoted herself to aiding her husband in every way in his political career; and it is needless to say that the sympathy of the whole country is extended to her in this great bereavement.

HIS CAREER SINCE CONFEDERATION.

At this period Lord Viscount Monck was Her Majesty's representative in the new Dominion, and his choice for First Minister could not but fall on the veteran member for Kingston. His Excellency

had another pleasing duty to perform. On the opening of the first session he announced that Her Majesty had instructed him to confer the title of Knight Commander of the Bath on Honourable John A. Macdonald, and that of Commander of the Bath on Messrs. Cartier, Galt, Howland, McDougall, Tilley and Tupper, for their notable services in bringing about Confederation.

We have seen that to him was entrusted the formation of a Cabinet to carry on the government of the country; he accepted the trust, and for over six years the reins of power were in his hands. At an early date in this period preparations were made for the work which, now an accomplished fact, ranks second only to Confederation in its magnitude, and in its use as a nation-making element—the building of a trans-continental railway on Canadian soil. Towards this end the first steps were the construction of the Intercolonial Railway, and the acquisition of the vast tracts of land, known as the North-West Territories and Rupert's Land, then under the control of the Hudson's Bay Company. Towards the attainment of the latter a deputation was sent to England in the Fall of 1868; its negotiations were successful, and the whole Western territory was purchased from its former owners. The futile resistance by Riel, and his foul murder of Thomas Scott, were but incidents, though sad ones, in the transfer, and only made the people of Canada more emphatic in backing up the Government in the acquisition. On the 2nd of May, 1870, Sir John Macdonald introduced an Act establishing a government for the new Province of Manitoba; a military force was sent up to punish the insurgents, and peace and order soon prevailed.

On the expiry of the Reciprocity Treaty between Canada and the United States, fishery disputes between the two nations had become frequent, and for the amicable settlement of these a joint commission was arranged; it met at Washington, in 1872, and Sir John Macdonald was appointed specially to watch Canadian interests. The treaty was successfully concluded, and remained in force for ten years. Under his tenure of office two more

colonies now came into the Canadian Confederation, British Columbia and Prince Edward Island—thus completing the chain of provinces from Atlantic to Pacific coasts. In the terms on which the western provinces came in was one providing that the railway to connect its seaboard with the East be commenced within two years and completed within ten, and the first "Pacific Railway" Bill was accordingly passed at the next session of parliament.

While these progressive measures were undertaken by Sir John's Government, several matters were working towards its downfall. The failure to punish Riel and the other murderers of Scott was a serious blunder, and led to large Opposition victories in Ontario. These, with the developments that occurred in 1873, in connection with what is generally known as the Pacific Railway Scandal, culminated in the downfall of the government, and at the next session Sir John assumed a new *role*, that of leader of the Opposition; this, after eighteen years of almost continuous power.

One of the most marked instances of the late Premier's ability and foresight was his elaboration of a system of protection to Canadian industries. While Mr. Mackenzie's administration of 1873-78 had introduced many measures of great utility, its financial policy, combined with a world-wide business depression, had not been successful, and some radical change was felt to be necessary. Sir John Macdonald, with an intuition of a financial policy



LADY MACDONALD.

that would be both popular and beneficial, nailed the National Policy flag to his mast, and at the general elections held on the 17th of September, 1878, was again returned to power by a large majority. It is not our intention to here discuss the merits of that policy; it is quite sufficient that not only in 1878, but in 1882 and in 1887 it was made the war-cry of the fight; and that at the general election held in each of those years Sir John's policy received substantial support from the Canadian people.

Following the introduction of the National Policy came the first practical steps in the construction of the Canadian Pacific Railway. How judicious those measures were needs no proof; once begun, the road was pushed through with a celerity previously unknown in railway building, and opened throughout for business years in advance of the time fixed on when the contract was made. The Premier took an active part in the preliminary