

ber, 1821. He was educated, as so many others of Canada's leading men have been, in Upper Canada College. At the age of seventeen, in 1838, he began his career as an engineer, being first employed on the Erie canal. Soon after he transferred his services to the Welland canal, and ever since that time his name has been prominently connected with public works of all kinds in his native country, rearing in various places engineering works of such magnitude and skill as have made his name a household word throughout Canada, and have earned for him enduring fame. He has proven himself more than a mere constructor of works, however. He has regarded these vast schemes for developing the country not with the eye of the engineer alone, but as an economist. His writings mark him as a man of wonderful foresight in public affairs, and display literary qualities which, directed to the entertainment of a larger audience, must undoubtedly have brought him fame. For several years after returning to Canada, Mr. Keefer continued his work on the Welland canal, this great ability in his work leading to preferment which soon made him the engineer of a division. From this position he was transferred to the chief position in connection with the Ottawa river works, the principal object of which was to facilitate the immense lumber trade of that river and its tributaries. He carried on these works, designing important improvements which are in use to this day and giving great satisfaction to all interested. It unfortunately happened, however, that the political exigencies of the government of that day called for the construction of certain works which Mr. Keefer, not believing them desirable in the public interest, declined to recommend or even be responsible for. He could not decently be discharged, but his office was abolished, and he was relieved of all duties in connection with the government, but with every assurance of high appreciation of his professional abilities. At once, upon being set free, Mr. Keefer entered upon the production of two literary works which, in the ability they display, and in the permanent influence they have had upon the country, must rank side by side with any work he has ever done. The first of these works to appear was "The Philosophy of Railroads," written at the request of the president of the Montreal and Lachine road. Though brief, and never published in more permanent form than that of a pamphlet, it is safe to say that no other piece of literary workmanship in Canada has wrought more important results. Probably never before or since in any country has the plea for railway development been made more directly or with greater persuasive power. It was the work of a man of extensive, one might almost say complete, information, whose every word bore upon it the

unmistakable stamp of absolute conviction. The pamphlet was read far and wide; it was translated into several foreign languages, and was republished again and again during those hot campaigns, as a result of which Ontario is now covered with a magnificent net-work of railways. Soon afterwards the other essay was published under the title, "Our Canals and Their Influence upon Agriculture." This was written in competition for a handsome prize which had been offered by the Governor-General of that day, and was awarded the palm by the jury of critics appointed to compare the MSS. submitted. In its way, this was a more elaborate production than the other, but it was an equally powerful plea for canal development, with that the author had just made for the construction of railways. In the course of this pamphlet, Mr. Keefer made a plea for a moderate system of protection, such as would develop industries, which could not otherwise get a fair opportunity to take root in Canada, and would thus diversify the employment of the people. Lord Elgin sent for the author and, while not condemning the opinions expressed, sought to have them somewhat modified, in view of the strong free-trade sentiment of the mother country. Mr. Keefer declined to make any change, however, and his essay was published as written. This, so far as known, is the first instance in which a system of protection was advocated in Canada after the acceptance of the free-trade principle in Britain. In conversation with friends, however, Mr. Keefer makes it abundantly clear that he at no time advocated a scheme at all to be confused with the policy since put in force by the Conservative administration of the Dominion. He desired protection in part for its own sake, and largely as a means of securing a reciprocity treaty with the United States. In 1850, at the urgent request of Hon. William Hamilton Merritt, Mr. Keefer re-entered the service of the government, engaging first in a survey of the rapids of the St. Lawrence, with a view to their improvement, also surveying the harbors below Quebec, and exploring routes with a view to the building of an intercolonial road between the maritime provinces and the Canadas. He had previously been in communication with Mr. I. D. Andrews, the ardent advocate of reciprocity in the United States, who, at the time, was preparing a report on the subject for the American Government. Mr. Keefer's researches, while preparing for the literary work he had finished but a short time before, had enabled him to comply with Mr. Andrews' request for information on the subject of Canadian trade. Mr. Andrews requested the Canadian Government to allow Mr. Keefer to go to Boston and assist him in the preparation of his report. This request was acceded