lusion under which they labour. To them and to ourselves, and *by* some of ourselves, the doctrine has for decades of years been preached, with most execrable iteration, not merely that Canada is an agricultural and timber country, "only this and nothing more," but that it must always remain such, to the end of the chapter. We cannot be as angry with them as we otherwise would, knowing how egregiously they have been imposed on by misinformation, and how much they are in the dark for want of any information at all.

The second consideration referred to is—that the progress of science, invention, and commercial enterprise, in our day, while rapidly cheapening and facilitating the transportation of commodities between distant points, is also, but still more rapidly and effectually, facilitating the transfer of the business talent, the capital, and the skilled labour of old, populous, and wealthy manufacturing countries, to new countries. Observe the following facts. It is obvious that the cost of transportation of commodities over long distances, especially of the bulky produce of the soil, must remain a serious item, spite of all that can be expected from steam, railways, and probable further improvements. Irremovable physical conditions, notably the *weight* of commodities, as also the cost of coal (the latter more likely to increase than to decrease, the world over), impose limitations to further possible cheapening of heavy transportation. We know that the cost of carrying a barrel of flour from Chicago to Liverpool has been sensibly reduced within a number of years back, and the expectation is a reasonable one, that further reductions will yet be effected. But a little reflection will show that already we are not very far from the lowest point in cost that any reasonable expectation, even in our wonderful age, can contemplate as probable. True, we know not what Professor Tyndall, Mr. Grove, and others, or their successors in the study of molecular physics,—that most pregnant of all the sciences—that science which some believe to have within it more possibility of practical, material benefit to mankind than any other whatever—may yet discover. Steam itself may be superseded, and the operations of natural forces, as yet unknown, may do for man what we cannot even imagine now. As yet, however, and with the use of steam still remaining our latest and best achievement, it is evident that such further reduction of cost of heavy freight is out of the