

family reasons, that is, for the benefit of their children, and have some capital, prefer the social surroundings and advantages of the older provinces to pioneer-life on the prairies. They do not, however, go out in sufficient numbers to make up for the drain to which reference has been made. Precisely the same condition of things that has existed, and still exists, in Canada, prevails, however, in the eastern part of the United States. The rural population in most of the Atlantic States is either stationary or decreasing, as proved by the returns of the recent American census. There is no doubt that the unoccupied lands in Nova Scotia, New Brunswick, Quebec, and Ontario will in time be converted into corn-fields and meadows, and made to add their quota to the food supplies of the world, especially as those provinces have the advantage of comparative proximity to the great markets of Europe. But we shall have to wait until the prairies become more thickly inhabited, and until the price of land there somewhat approximates to that which obtains in the east. Before leaving this part of the subject it may be as well to mention that, as the result of the excellent educational facilities obtaining in Canada, many of the young men, after their schooling is done, seem to prefer callings other than agriculture, which may also help to account, in some measure, for the increase in the towns. The figures already quoted, as to the increase in the urban population, are generally held to be sufficient proof of the rapid expansion of the manufacturing industries of the Dominion. There are no definite or reliable statistics available to enable the extent of their development to be demonstrated; but the great increase in the imports of raw material, the extension of the banking business of the country, and of the inter-colonial trade (as shown by the quadrupling of quantity of freight carried on the railways in the last fifteen years), afford perhaps the best evidence that could be offered to establish the fact.

So far reference has only been made to the past and present position of the older provinces of Canada. In Manitoba, the North-West, and British Columbia a greater increase than has been apparent was expected for reasons that have been mentioned, and, except in British Columbia, the inhabitants of course chiefly settle upon the land. In view of all the circumstances, however, the result cannot be regarded as so entirely unsatisfactory as, at the first glance, it may seem. It was only in 1885 that the Canadian Pacific Railway was completed, and through-trains did not commence to run until the following year. Even then there was little beyond the main line in operation. It is only within the last two or three years that much progress has been made in the construction of branch railways. In 1881, the line was worked only as far as Portage-la-Prairie, and it was not until 1882 that Winnipeg could be reached at all through Canadian territory, and only then in the summer season. Prior to that year, and in the winter for two or three years later, the means