

a home for himself and his family, with hunger and cold kept merely at arm's length. Between him and his nearest neighbour miles of dark forest intervened. The traveller or trader picked his way across tangled brushwood and fallen timber, or tramped wearily over a trackless wilderness of snow, finding few finger-posts by the road-side to point out the direction he wished to take. All kinds of field work were done by hand, for there were very few oxen and still fewer horses. In 1789 the mails left Upper Canada for England about twice a year, so that epistolary effort was not much taxed. For years the only road from Lower Canada was by the St. Lawrence, the rapids being ascended by canoes and bateaux in ten or twelve days, until the flat-bottomed Durham boats, steered with a ten-foot pole and pushed along by two men on each side, came into use. We can read in the *York Gazette*, of April 29th, 1815, that the Lieut.-Governor, Sir George Murray, Kt., arrived at York from Burlington in a birch canoe. But none of us need go far to learn all about the hardships of the early settlers, for witnesses are still among us who passed through the ordeal. Now we can afford to look back with some degree of complacency, for industry has produced abundant fruit, and we are reaping in joy a harvest sown in tears and trouble. As farm after farm was rescued from native wildness, schemes of internal improvement, first viewed as shadowy impossibilities, grew into reality, while the bounteous yield of a virgin soil sent new life into every artery of trade. Land was gradually freed from the tight-locking folds of rapacious hydras, and the barnacles that fattened on the offices of state were torn from the vitals of the country. What has been the result? In 1812, the population of Canada was 280,000; to-day Canada has over four millions of people. In 1806 the value of the exports from the whole of the Provinces was \$928,000; last year our exports were over seventy-three millions, and our imports over seventy-