

converge a large number of the chief lines of travel, both highways and railways, from all points of the compass. The idea of making this a place of chief importance possessed the minds of the magnates of the Canada Company—at least the managers of their affairs in Canada—before ever any inroad was effected into the old “Huron Tract,”—which was then a dense forest—except for the most casual purposes of exploration. In fact the place was already a town, name and all, *on paper*, before a white man scarce ever put foot within its limits. For many years after the opening up of the “Huron Tract,” it seemed as if the anticipation of those who made the paper town, were never likely to be fulfilled; but in later years the wisdom of the location has been demonstrated, and Stratford is to-day one of the most populous and important inland towns in Canada, as well as one of the greatest railroad and commercial centres.

Doctor Dunlop and Mr. John Galt,* the Commissioners, gave instructions to make Stratford the “half-way house” between the settlements and the extreme frontier. The town continued to develop, and being fostered by superior natural advantages of position, has, within a generation of the time in which we write, been transformed from a wild waste of trackless forest, to a city in everything but in name.

On the first formation of the Huron District, in 1841, Dr. Dunlop was appointed Warden by the Government, which position he retained until 1847, when a change in the law made the office elective. He was a firm friend, a “character” in his way, and enjoyed probably the largest circle of acquaintance, the widest reputation among strangers, and the highest personal popularity with all, of any man of equal “calibre” (and he was no light “weight”) in the history of the Province. Neither

*The father of Sir A. T. Galt, G. C. M. G., High Commissioner for the Dominion of Canada, at London, England.