

asures, but most of us trembled at the result. The most sanguine, even he himself, could not have anticipated the outcome. The favorite argument then used against him was that if you bound a bundle of sticks end to end, the longer the rod the weaker the butt, and that tying Manitoba, the Northwest Provinces and British Columbia to the already attenuated strip along the St. Lawrence and lakes, of which Canada consisted, simply weakened a position fatally weak already. What it really did was to give to Canada the back country which she needed and endowing her with width as well as length.

As to the Canadian Pacific, I was not alone when I wrote in the Canadian Monthly in opposition to incurring a debt of a hundred millions to traverse 900 miles of bog and barrenness, and 1,000 miles of inhospitable prairie, whose climate was known to be rigorous, and its agricultural value doubtful, in order to reach an almost unscalable mountain range inhabited by 10,000 people, who insisted on this costly railroad being built as a bribe to induce them to enter the Dominion. None but a genius, a knave or a fool would have tried to do this. John A. was certainly no fool. His most bitter enemy never called him a knave, and therefore he was a genius. The policy since pursued by subsidizing the railroads, great and small, local and through, of the Dominion, is more questionable. Such aid, when so indiscriminately extended, is liable to become a disguised method of political bribery, and it certainly cramps the self-reliance of a people. As a Canadian, with some experience in railroad matters in the States, I feel I am not taking an undue liberty in expressing this opinion.

On our continent the railroad has proved the greatest nation-building instrument, provided there be a vigorous and honest human force to use it. This has been abundantly proven in the United States, and the history of the Canadian Pacific is a further confirmation of it. Without the railroad running from ocean to ocean, the Confederation would have been a hopeless failure, and the Northwest would have been still a great buffalo range.

When we look upon the railroad from a miner's point of view, it is one of the greatest forces for national unity that exists. Statistics express this. If you take the different classes of freight carried by the railroads of the United States you will find that while the volume of each differs slightly in different sections, the average is as follows:—

Products of Agriculture	8.56%
" " Animals	2.32%
" " Mines	53.09%
" " Forests	11.34%
Manufactures	14.81%
Merchandise	4.06%
Miscellaneous	5.92%

This means that the products of the mines are necessary to support the railroads, and that on the other hand the mines could not possibly exist without the aid of the railroads. They are therefore mutually dependent one on the other: But when we look into the movement of the principal article carried, namely, coal, of which there were mined in the United States last