

time, but more than six hours earlier, or about 6.30 in the evening by Halifax time. They have therefore got ahead of the sun in his apparent journey round the world, for he had set for at least two hours when they started from Constantinople, but they caught up with him when over the Atlantic, and to the engineer it appeared as if he were rising in the west. This is a daily experience of travellers going west, which never fails at first to create great surprise. Our two voyagers are now safe back, at the port from which they set out a little less than twelve hours before. They are quite accustomed to such travelling, and have done nothing but what thousands are doing daily. But what would have been thought, if such a journey had been described a hundred years ago, in 1883? And how will the world travel a hundred years hence, in 2083? It is hard to say, or even to imagine. Yet inventive skill is unceasingly active, and in all probability speed will eventually be still further accelerated.

And now our task of contrasting Canada in 1983 with Canada in 1883 is concluded, and surely in this epitome of the works of a century there is food for reflection for the inventor, the statesman, the moralist and the philanthropist. All, when pondering on the gradual, but sure improvement that has come about in their respective paths, can take heart and nerve themselves for renewed effort, or be induced to stand firm till success comes to reward their courage. No man can despair who ponders on the position of the Dominion in 1983.

