

The extremes of cold, though of short duration, and the winter covering of snow, have given Canada the reputation of having an extremely severe climate. By the warmth of the summer months the range of production is extended—in grains, from oats and barley to wheat and maize; in fruits, from apples to peaches, grapes, melons, nectarines, and apricots; in vegetables, from turnips, carrots, and cabbages, to the egg plant and tomatoes.

Snow and ice are no drawbacks to the Canadian winter. To Canada they mean not only protection to her cultivated acres, almost as valuable as a covering of manure, but the conversion of whole areas, during several months in the year, to a surface upon which every man may make his own road, equal to a turnpike, in any direction, over swamp or field, lake or river, and on which millions of tons are annually transported at the minimum cost, whereby employment is afforded for man and horse when cultivation is arrested by frost.

Intensity of winter cold has little effect upon the agriculture of a country, except the beneficial one of pulverising the soil where exposed. High spring and summer temperatures, with abundance of rain, secure the certain ripening of maize and the melon in Canada.

The great prairie region of Canada has a mean summer temperature of 65°, with abundance of rain; the winters cold and dry; climate and soil similar to that part of Russia where large cities are found. It is free from pulmonary complaints and fevers of every type, and the country generally is healthy.

The snowfall in the west and south-west parts of the territories is comparatively light, and cattle may remain in the open air all winter subsisting on the prairie grasses, which they obtain by scraping away the snow where necessary.

There are over 8,000 miles of railway in work in the Dominion, extending from the western portions of Ontario to Halifax, in Nova Scotia, and St. John in New Brunswick, while its rivers and lakes form a highway during the summer months from the interior to the ocean.

It may be mentioned that Canada possesses the most perfect system of inland navigation in the world. At the present time vessels of 600 tons go from Chicago to Montreal by way of Lakes Michigan, Huron, Erie, Ontario, and the River St. Lawrence, a distance of 1,261 miles. The Locks on the Welland Canal (connecting Lakes Erie and Ontario) and those on the St. Lawrence River, are, however, in course of enlargement to 270 feet long and 45 feet wide, with a depth of 14 feet, and when this great work is completed, steamers of 1,500 tons burthen will be able to carry produce direct from Western Canada and the Western States of America to Montreal and Quebec, which will effect a further reduction in the cost of transit of cereals and other products.

The distance from Chicago to Montreal (where ocean-going steamers of 4,000 tons can be moored alongside the quays) by the Canadian route is 150 miles less from Chicago to New York *via* Buffalo and the Erie Canal, and there are 16 more locks, and 89½ feet more lockage by the latter route than the former. It is, therefore, expected that upon the completion of the enlarged canals, much of the grain from Western Canada, as well as from the Western States of America, will find its way to Europe *via* Montreal, as, in addition to its other advantages, the distance from Montreal to Liverpool is about 300 miles less than from New York.