

of Canadian Palæontology, in so far as the Invertebrate fossils of the Palæozoic rocks are concerned. This department he built up from its foundations, and built so extensively and so well, that it will be long before his work can be hidden from view by any additions to be made by his successors. As a worker he was painstaking and cautious rather than rapid, and his results were always regarded with respect and confidence by those engaged in similar pursuits elsewhere. He was not a mere describer of species, but a geologist of sound and broad views, and his earlier works show a power of lucid and popular presentation of his subject which it is perhaps to be regretted he did not follow up in his later years. One of his greatest failings was a certain shrinking from publicity, which rendered him indisposed to take a prominent position even in the work of our own Society, and still more tended to prevent him from entering into any presentation of his favourite studies to the general public in any other form than that of official reports and scientific papers. Such men as Mr. Billings are produced in small numbers in any country, and it may be long before Canada possesses as one of her own sons a second Billings. It is however a remarkable coincidence that such a man should have been preparing himself to second the work of Sir William Logan just at the time when Palæontological work had become a prime necessity for the Canadian Survey.

I have reserved to the last some remarks connected with the subject of my own paper on the Geology of the Intercolonial Railway, and which subject I desire here to refer to in a somewhat broad and discursive manner, demanded I think by the present condition of science and the industrial arts in this country. I would in this connection desire to direct your attention to the immense importance of that great public work, and to the effects which would flow from a further extension of similar enterprise in the west. I can remember a time when the isolation of the Maritime provinces from Canada proper was almost absolute. There was a nearly impassable wilderness between, and no steamers on the waters, and the few whom business or adventure caused to travel from Halifax or St. John to Quebec or Montreal, had to undertake a costly and circuitous journey through the United States, or to submit to almost interminable staging through a wilderness, or to the delays of some sailing craft on the St. Lawrence. In later times steamboats have