

THE GREAT DOMINION.*

AN intelligent acquaintance with the extent and resources of one's country is the first requisite to a rational patriotism. Dr. Parkin has laid the entire Dominion under a great obligation by these exhaustive and well-digested studies—all the more so as they first appeared in one of the most widely-read and influential English periodicals, the *London Times*. We regard it as a very happy acquisition to the intellectual life of Ontario that Dr. Parkin has become the principal of the Upper Canada College in the city of Toronto.

These chapters on Canada are not a dry-as-dust collection of statistics, but are philosophical studies of the elements of its strength and judicious forecasts of its probable destiny. This book discusses Canada not merely as an isolated community, but in relation to the great Empire of which her territory comprises nearly forty per cent. "The Dominion rests," says Dr. Parkin, "with commanding outlook upon both the Atlantic and the Pacific where these oceans respectively furnish the shortest and easiest access from the American continent to Europe and Asia." No country, he adds, except Russia, extending through Asia Minor to the Arctic circle, furnishes such a range of conditions as does Canada, stretching from the latitude of central Italy to the furthest north.

Few, of even well-informed Canadians, are aware of the recent development of our export trade. In 1872 Canada exported no meat, dead or alive, to Great Britain. In 1891, the number of live cattle had risen to over 100,000. A few years ago Canada sent scarcely any cheese to the United Kingdom. In 1893, it sent 133,000,000 lbs., valued at \$13,500,000. Of the 136 cheese awards at the Chicago Fair, Canada captured 125. In 1893, Canada sent more than 600,000 barrels of apples to the United Kingdom.

Among the most valuable resources of Canada are its immense coal deposits. Already the Nova Scotia mines turn out 2,000,000 tons a year, and those of British Columbia a million more. Thus Great Britain is the only power which has adequate bases of coal supply on both sides of the Atlantic and on the Pacific. In 1892, San Francisco alone took 600,000

tons of Vancouver coal, which is the chief supply for the steamship service on the Pacific. The coal measures of the North-West cover over 15,000 square miles.

Magnificent as is the extent, and vast and varied the resources of the North-West, Dr. Parkin points out the vast preponderance in population, wealth and political influence of the eastern part of the Dominion. Ontario has nearly one-half of its entire population. The area of this Province is as great as the whole of New England, New York, Pennsylvania and Virginia. Since 1835, its population has increased from 300,000 to nearly 2,500,000. Every one of its 25,000,000 acres of cleared land has involved the hewing down of a dense forest. Its southern counties rival in soil and climate the sunniest parts of France, and the author questions if any mainly agricultural area of equal size in the world gives evidence of more uniform prosperity.

Dr. Parkin greatly appreciates the resources of field and forest, mine and fisheries, of the Maritime Provinces, but still more the mental vigour of its people. No part of the country has, in proportion to its population, contributed so many distinguished men to the public service.

The enormous inland navigation of Canada is one of the strongest factors in its prosperity. One may sail in Canadian waters 2,060 miles, from Belle Isle to Port Arthur, or more than the distance from Belle Isle to Liverpool. First-class ironclads can be sent to Montreal, and in case of need gun-boats to the upper lakes. On her canals Canada has already spent \$60,000,000. In 1893, nearly 1,000,000 tons of freight passed through the Welland canal, as much through those of the St. Lawrence, and 650,000 tons through those of the Ottawa. The new lock at Sault St. Marie is the largest in the world and cost between three and four million dollars. It is 900 feet long, 60 feet wide, and 20 feet 3 inches deep. Canadian enterprise has attempted a gigantic undertaking in a ship-railway of seventeen miles, between the St. Lawrence and the Bay of Fundy, the first of the sort in the world. Already \$4,000,000 has been spent, and about \$1,500,000 will complete the work.

* "The Great Dominion—Studies of Canada." By GEORGE R. PARKIN, M.A., LL.D. London & New York: Macmillan & Co. Toronto: William Briggs. Price, \$1.25.