

of night were falling fast, and we were glad to get beneath the feathers with all possible speed.

And now we are back again to Dresden with all the impressions of our delightful trip fresh in our minds. On reading my manuscript, Tim finds much to object to. She says the whole thing needs to be recast to make it fit for publication, but being too indolent to perform that task, contents herself with rising to explain on a few points. In the first place she says it was I who couldn't understand Kant—I never concealed that fact, but what I cannot mentally assimilate, I dispute the right of any other woman to dispose of satisfactorily; then she says I have misrepresented some of her most amiable qualities, to which I tell her she had better write her own autobiography; whereupon she begs me not to be tautological, but what that has to do with the matter, I leave to an enlightened public to decide.

ANTHONY PEVERIL.

### THE DUPE OF FORTUNE.

A youth of Fortune gave his name  
A candidate for wealth and fame.

"I grant thy wish," the goddess said,  
"But know the path thy feet would tread.

"Friends shall prove false, true comfort flee,  
"And care shall make its home with thee.

"The diamond crown thy hand would grasp,  
"Shall turn to ashes in thy clasp."

The youth shrunk from the contest then,  
And passed his days with common men.

Yet soon he found life's sandy downs,  
Held other mirages than crowns.

Defeats and cares, false friends he found  
Included in life's lowliest round.

Then thinking he had paid its cost,  
He mourned the greatness idly lost.

And to the goddess straight returned :  
"Where is the peace so hardly earned.

"The dignity, the calm content,  
"With simple tastes and pleasures blent,

"To gain which treasures I resigned  
"Rewards of an aspiring mind?"

But she : "Thyself the error wrought,  
"Who fancied all so cheaply bought.  
"Think'st thou I barter pearls for naught?"

WILLIAM MCGILL.

### CORRESPONDENCE.

#### INTERCOLONIAL CONFERENCE.

To the Editor of The Week :

Sir,—Considering the importance of this event in prospect, involving not only Canadian but British Imperial interests in the largest sense, it seems to me somewhat strange that so little has been said in the press—home and colonial—about it. If—as there is every reason to believe—the proposition for such a conference is sincere on the part of its promoters, it strikes me, as one of the many millions concerned, that it is due to us—the great ultimate taxpayers of such work—that some intelligible information should be given as to what precisely is sought by the scheme.

In such a case I can conceive that there may be some difficulty in this regard, from the fact that there is no authoritative body or person from whom such announcement may be made. Granted. But still, in the nature of the case, there must be design;

and in some form it should be intimated to the great public—the people proper to whom the matter belongs. On this point it is to be trusted that all that can, will be done; and that, in any case, all will be "fair and square and above-board."

I thus touch on this point *in limine*, for I note *indicia* of possible trouble on this score; and in common with, I believe, the great mass of British colonists concerned, I claim to every desire to have the scheme—so far as foreshadowed—succeed.

#### DESIGN.

Assuming the design to be, in the main and objectively, the consolidation of British Colonial interests in Imperial with the United Kingdom of Great Britain and Ireland, we of Canada, as a whole—with a sporadic exception, utterly, so far, powerless for political change—are, I take it, heartily for it: loyal to the core. So, at least for the time, flaunts the flag of our land, our home.

Whatever be the internal elements of discord in this "Canada of ours," the congeries is essentially integral on the score of nationality. Some may talk of an independent, distinct "Canadian" (whatever that may mean) nationality, but that is but a dream—a dream utterly baseless so far as appears in these days of greatest armies and hugest navies. The time is past—if ever it was—for "Canada our own;" to-day, the cry is but the hypocrisy of treason.

In true union is true strength, in that is the watchword of our hour. In what form or way that may be effected matters not. That—as I understand it—is the problem to be solved. That solution is no new work to us of Canada. We began it with our Confederation of 1867—yea, with our "Union" of 1841; have, with unfaltering perseverance, pursued it ever since, till now, all difficulties surmounted, we stand on the apical height of a Nebo whence unmeasured Canaans the world over—Asia, Africa, Australia, America (West and South) and the milliard golden isles of teeming silver seas burst into view.

Twenty-five years ago, when first writing up, in press (newspapers and pamphlets), the scheme of a British North American transcontinental railway, I predicated, as a source of revenue for through traffic to such, an aggregate Pacific British trade, then, from authentic data, of \$503,287,405, the details given subsequently in pamphlet. Adding to that the trade of the United States, as per official returns, in the same field, then \$154,912,438, gave a total, for these two powers alone, of \$653,199,843. Add to that for France, Germany, Holland, Italy, Spain, Portugal and other European powers at least half that, and we had, even then, an aggregate volume of Pacific trade of fully one thousand millions of dollars annually available, in measure, for transcontinental railway traffic in America. The average increase of that trade, as best I could estimate, had been five per cent. per annum. Since then, as to Australia, China and Japan, it has vastly increased beyond that rate, and stands to-day at an aggregate of over two thousand millions of dollars.

Long familiarity (from exceptional causes) with such data gave me that assurance of financial resources for C.P.R. more fully given in my *Britannicus* letter No. 8 *ad rem* of July, 1869, in the *Ottawa Times*, and in further detail and extended argument *ad hoc*, in my pamphlets (five) on the theme up to 1880, concluding with my "Problem of Canada" of that year.

#### PACIFIC RAILWAY TELEGRAPH.

In this last, pp. 60 to 65, I gave the report to Mr. Sandford Fleming, as then Engineer-in-chief of the Canadian Pacific Railway, of the late Mr. F. N. Gisbourn, in his capacity of Government Superintendent of Telegraph and Signal Service, as to the feasibility and advantages, etc., of a Pacific Railway telegraph in connection with one across Canada. I give, on the subject, his concluding words :

"I have, therefore, no hesitation in expressing a decided opinion as to the complete practicability of the enterprise herein referred to, and from the consideration which I have given to the question of cost and traffic, I feel assured that the undertaking as a whole would be as successful and remunerative as it is important to the general interests of Great Britain and her dependencies."

BRITANNICUS.

Ottawa, 17th May, 1894.

#### THE SCHOOL LAW OF NOVA SCOTIA.

To the Editor of The Week :

Sir,—Dr. Bourinot is such a high authority in matters relating to the history of this country and so accurate in his dates and references that any error which accidentally creeps into his writings would be unusually dangerous, since it would be fortified by his reputation.

It is for this reason I am induced to call attention to an error, probably a misprint, which appeared in his review in the last issue of *THE WEEK*. He refers to the school law of Nova Scotia as having been introduced and carried by Sir Charles Tupper when he was leader of the Government of Nova Scotia in 1861. As a matter of fact, Mr. Howe led the Government of Nova Scotia in 1861. Dr. (now Sir Charles) Tupper took office in 1863. The School Bill was introduced and carried through the House in the Session of 1864—Mr. Johnstone being at that time leader of the Government. During the summer of 1864, Mr. Johnstone accepted the position of Judge in Equity and Tupper became Premier. The School Bill was not brought into force until 1865, Dr. Tupper being then leader of the Government.

This correction may seem finical, but too much care cannot be observed in obtaining absolute accuracy in dealing with matters of history. Our good friends in the Upper Provinces have never been too zealous in acquiring knowledge of the details of the political history of the Maritime Provinces, and I know Dr. Bourinot will not misunderstand my motive in promptly calling attention to this very trifling inaccuracy.

Yours,

J. W. LONGLEY.

Halifax, May 15th, 1894.

[Dr. Bourinot, who reported officially the speeches of Sir Charles, then Dr. Tupper, and others on Education, informs us the date was of course mistaken by the type writer and that "he is obliged to so carefully a student as Attorney-General Longley for taking the trouble to call attention to the matter, as in a paper like *THE WEEK* accuracy in every historical matter is absolutely necessary."—ED. WEEK.]

#### DEFINITIONS OF LITERATURE.

To the Editor of The Week :

Sir,—I like De Quincey's definition of literature as given by Mr. Horning, in a recent *WEEK*, better than his own "Literature of knowledge and Litera-