

arising from the number of passengers carried, although in the United Kingdom it was eighty times as great as in Canada, seeing that the British railways included so many short lines, where the frequency of short journeys told upon the comparative number of travellers. There was another point which required explanation, namely, why the working expenses continued to be so enormous in Canada. In England they were only 52 per cent., while in Canada they remained at  $72\frac{1}{2}$  per cent. He must confess that he did not take quite the same view as the author with reference to the history of railways in Canada, for the early chapters in that history, and particularly as regards the "Grand Trunk Railway," were certainly very distressing to the people of this country. Nor did he agree with what Mr. Elliott had said with regard to the help which Canada had received from its Government, for the real helpers of Canada at the outset of her railway enterprise were the citizens of London. And in this matter of early railway construction the capital for it would never have been forthcoming but for the faith which was too implicitly reposed at the time in some ill-constructed statistical data as to the net return to be expected from Canadian railways, and which were put forward for the information of London shareholders under the authority of Canadian representatives, and with the names on the prospectuses of eminent London financiers more or less connected with the Government agency and other interests of Canada. He did not make any imputation upon those gentlemen, for they no doubt believed at the time when the Grand Trunk Railway was started that those statistics were accurate, but they were far too sanguine in anticipating a greater increase in the value of land and extent of railway-using population than had yet taken place. If its own Government help instead of that of the public of the city of London had been waited for, the progress of Canada would never have been so great. At the same time there was some "balm in Gilead," for the trade of Canada was rapidly developed through the early construction of the Grand Trunk Railroad, and there had been some indirect return no doubt to the London commercial public from the profits of trade between the two countries. At the same time he thought it was a most flagrant illustration of the error of supposing that it ever would be good policy for colonials to be waiting upon Government to help them forward in enterprises which could best be conducted by private energy and capital. Colonials who did not help themselves, but waited for Government initiative would be nowhere in the modern race of competition. In all other results the progress of the Dominion as exemplified in the paper was most gratifying. It was one good proof of Canadian prudence that they were not overcharged with debt; because, according to the figures given by the author, the present interest per head amounted to no more than 6s. 8d., whereas in the United Kingdom it was nearly 16s. Therefore, considering that the population of Canada was, on the average, a very well-conditioned one, the burden of 6s. 8d. per head was very slight. Now that the "Central Pacific Railway" was formed, and more money was wanted for it, the Canadian Government could very well afford to take their chance in that enterprise, although they were but feeble