

cans, however, are ready for a perfect reconciliation. If any society extending its arms over both sections can help in any measure to promote that reconciliation, it will do good service at a critical time. The Anglo-Saxon race has some traditional principles still to uphold, and some special qualities still to impart. It is still the great missionary of law combined with liberty. England expects every man—not only the sailor or the soldier, but every man—to do his duty: to keep the straight path; to be an honest and faithful worker, not a charlatan or a sharper. If her sons emigrate, she expects that they will display the impress of her character and continue to do her honour by becoming thoroughly good and loyal citizens of the land to which they go. At Chicago there are many Canadians—not less, it is said, than fifteen or sixteen thousand. The place seems specially to attract the enterprise of our Canadian youth. And it is pleasant to hear that in the midst of so many temptations to seek wealth by gambling speculation, the Canadians, as a rule, are reputed to keep the better path of fair and honest labour. They bear on them a good trade-mark, and their character seems to find, as characters always will, a good market.

The main object of the St. George's Societies is the relief and comfort of English emigrants. Comfort, such as the sympathy of a fellow-countryman can afford, the exile may often need in his days of loneliness and home-sickness. But the societies now feel the increasing necessity of putting a check to improvident emigration. What check could be devised was the subject of discussion at Chicago. People in England still believe that everything in human shape must be a welcome addition to the population of "a new country." So it was when the country was really new. But these communities have lived fast; they have lived many centuries in one, or half of one; in some respects they are already old. In some callings, especially those of the lighter and more intellectual kind, such as that of a clerk, there is no longer any room for new comers. The poor emigrant, who lands in the delusive hope of getting such employment, finds himself in the midst of all this teeming industry and wealth as lonely, helpless, and hopeless as if he were a wanderer in a desert. England will have to choose some new receptacle for her pauperism, if her pauperism is to be sent abroad.

The St. George's Societies also satisfy, in common with a number of other associations, such as those of the Freemasons and Oddfellows, the craving for a special bond of fellowship. Nothing can be more natural than such a craving on this continent where there are no ancient centres of association, where even family connections are difficult to maintain, and the numberless grains of humanity are as loose and as shifting as so much sand. And surely no secret society or organization of any kind has a bond more rational or elevating than that of common attachment to such a mother as England. If it were only as a periodical renewal of Englishry, membership would be worth having. But some such combination is also much needed at the present moment, in the United States at all events, to save the English name and those who bear it from disrespect. Englishmen are not clannish; they are perhaps even too self-reliant and too much disposed to isolation; they are not given to political intrigue or cabal, but to the regular pursuits of industry and business; nor does their independence permit them to submit to the leadership of any Boss who may undertake to organize them and lead them to the ballot for plunder. They do as England would bid them do—they become thoroughly and heartily American citizens. How completely this is the case appeared when a reference to the relations between the United States and Canada evoked a momentary difference of sentiment in the Convention. The races which are more clannish, and which do follow a Boss, enforce by the unity and solidity of their vote the deference of the politicians and of the political press. In a community which owes to England its best blood, its language, the best portion of its literature, the fundamental principles of its laws and of its polity, the English name is constantly insulted and reviled. Nor is this a social misfortune only. We are in danger of falling completely under the sway of the clannish races, commanding, by their imposing show of organized voting power, the subserviency of the politicians.

The members of the Chicago Society were more than hospitable to their guests. Not only did they entertain us sumptuously, but their kind and thoughtful attention made the days of our visit days of real pleasure. Of course, they took pride in showing us the miracles of their Chicago. Those miracles are too large a theme for the present paper, but may, perhaps, be touched upon in one to come. The banquet was in every sense a perfect success; and when the Convention finally adjourned, and we broke up, singing "Auld Lang Syne," it was with the feeling that for the space of three days we had been once more just what we were before we saw the coast of England fade from view. As one generous sentiment does not kill, but enhances others, we shall all be better Americans or Canadians than ever.

A CANADIAN DELEGATE.

### THE CANADIAN PACIFIC RAILWAY.

WE learn from time to time of the progress of the Canadian Pacific Railway. One day the daily papers assure us that on the Eastern section track-laying has reached the "fifty-fourth or the fifty-fifth mile west of Sudbury." Another day we are told that in the Rocky Mountain region track-laying has been carried to a point ten miles, or eleven miles, "beyond the Summit"—still westward. We have less in the form of definite information of the progress eastward from Kamloops on the Pacific side, or in that portion of the Lake Superior country lying between the "fifty-fourth or fifty-fifth mile west of Sudbury" and Port Arthur. When, however, it is stated on excellent authority that some thirteen thousand men are at work in the Lake Superior country and six thousand to seven thousand in the Rocky Mountain region, we may safely assume that the work is being pushed on rapidly, and that large drafts are being made on the thirty millions of dollars which a confiding Parliament recently pledged to the Railway Company. It is not long since the Company caused to be announced that the entire work from Montreal to the Pacific Ocean, at Port Moody, a distance of 2,892 miles, would be completed by the end of next year, or six years within the time permitted by the contract with the Government. It was intimated, at the same time, that the twenty-seven million seven hundred thousand dollars retained by the Dominion Government would be more than adequate to finish the contracted line; in fact, that there would be several millions over. We have no doubt that the Company's representative who made the interesting announcement believed that he was not too enthusiastic on either of these points, and if these hopeful predictions be realized so much the better for all concerned. We may add that in the references, further on in this article, to work remaining to be completed we have accepted the figures and estimates given by the Company's officers, and if the event fail to justify the prediction the fault will not be ours.

It is now too late in the day to protest against what many thoughtful Canadians have regarded as an exceedingly hazardous enterprise: one beyond the resources of the Dominion, one which seemed to them wholly unjustified by any supposed political or commercial advantages likely to result from the expenditure of so many millions of public money, and the pledging of the public credit to the proverbial "last dollar" to ensure its construction and ultimately its maintenance. There have been grave differences of opinion on the subject. But the Rubicon has been crossed; the moneys have been not only pledged but largely expended. The great railway is, no doubt, nearing completion.

The sections at present under construction are the following:—North of Lake Superior, from Sudbury to Nepigon, 487 miles; and in the Rocky Mountains, from Stephen to Kamloop, 281 miles. On the Lake Superior section the track has been laid to a point fifty-six miles west of Sudbury, and to a point twenty miles east of Nepigon, leaving 411 miles of a gap between the ends of the track. Construction forces are now at work covering the whole of this gap, which we are assured will be completed so that trains will be running over it by May, 1885. In the Rocky Mountain section, where construction is going on at both ends of the gap, the Company fully expect the track will be laid to the Pacific Ocean by November, 1885. While the filling of these gaps involves large expenditures, their construction being probably the most costly, per mile, of the whole contract, their completion, however, is now a matter of certainty, and then the country will be brought face to face with the questions: What will they do with it? Will it pay?

These are important questions, not only as far as they relate to the Company's and its stockholders' interests, but as affecting the public treasury and the public interests generally, and they are questions which may be discussed regardless of the origin of the enterprise or the complications surrounding its birth. It must be conceded that the Company starts with many advantages. It is perhaps the only enterprise of the kind in existence that has a nine years' dividend actually in hand, which at the present market price of the shares gives the investor a return of 6½ per cent. per annum on his capital. The Company has no other fixed charges than the interest on the loan from the Government, which a million and a-half per annum more than covers.

The entire Canadian Pacific System is being constructed, equipped and officered in the most thorough manner, and from all the information we have received we believe that its cost to the shareholders, when finished, will be so much less per mile than that of any of its competing lines that it will have no difficulty, while doing well for its shareholders, in, at the same time, serving its customers and settlers along the line of country it traverses cheaper and better than any other trans-continental line. It must also, we think, be conceded that much ability and foresight have been