

port on the Pacific Coast affords such capabilities as does this for controlling the whole trade and traffic of the Pacific."

After 1857 the practicability of a Canadian Pacific Railway was generally discussed, and later Professor H.Y. Hind was appointed by the Canadian Government to make a formal exploration of the entire North-West, which he did very ably. A favourite idea of his was to utilize the valley of the Qu'appelle River as a connecting link between the Assiniboine near Winnipeg and the South Saskatchewan at the Elbow. He contended that this was the true and ancient course of the latter stream.

I have long been of the opinion that if ever Canada is to occupy anything more than a subordinate position among peoples, it will be by the construction of a railway across the continent; and that no sacrifice, however great, should be spared to this end.

### Europe Revisited

In the year 1870, when the Beaver Insurance Company was well established and had enjoyed a series of favourable years, I sought and obtained permission to recruit my health, then much shaken by the loss of my wife and children, by a holiday spent in my native land and on the continent. A rapid voyage across the Atlantic to Liverpool, and a still more rapid journey by rail to London, placed me in the middle of the scenes which I had left thirty-seven years before. I found that all those years marked by revolutions, conquest and progress elsewhere, had passed over the familiar spots of my childhood almost without a symptom of change. The same brick streets, the same old church towers, the very same stones in the foot pavement, the same signs over shop windows, the same dirty Covent Garden Market, the same parks and promenades. But alas! not the same old faces - not the same kindly welcome. The fathers and mothers were dead - their children had become sires and matrons, with their children grown up, and owning families and business associations of their own.

After a month spent with relatives and friends, I decided on a visit to the mineral springs and baths of Kissingen in Bavaria, a small town where I spent three weeks recuperating my health. The thing that surprised me most was that military spirit and the love of domination seemed to have taken entire possession of the whole German people. They talk familiarly of the absorption of Luxembourg, Holland and Belgium, as originally German peoples, and even claim England on the like ground. Familiar conversation went like this: "You English are good sailors, but no soldiers. England will be ours someday, and that before long."

Leaving Kissingen, returning by the Rhine, and through Holland to Amsterdam I was much struck and pleased with the intellectual, manly courteous tone of Dutch society. Less brusque than the Germans, less studiously polite than the Frenchmen, the Low Dutchman seems to respect himself and others equally. I fancied that the old warlike, independent spirit was passing away, and that a fear of absorption by some grasping neighbour was taking place. Perhaps Holland, Belgium, France and England may yet be allied in resistance to German aggression.

Back to England, and again across the Atlantic to Quebec, and so home to Toronto, well satisfied with its solid comforts and its exemption from violent changes political and climatic. At Quebec (in 1874) the