

if the only means of communication was through the United States. Well, the railway was built from Montreal to the Pacific Ocean, and has been successfully operated throughout during the past winter. Passenger and freight trains have run between Montreal and the Rocky Mountains regularly and no difficulty has been experienced in operating the Lake Superior section.

The growth of interprovincial trade since confederation has kept pace with the construction of railways. The wholesale trade of the maritime provinces which once centered in Boston now largely centers in Montreal, and the interests of the different provinces are growing more identical every year. Many of the older men in the maritime provinces still cherish their dislike to the Dominion, but most of the young men now call themselves Canadians, and are growing proud of the name. There are still more anti-confederationists in Nova Scotia than in any other part of Canada, and some of the Reform papers even advocate secession, but the Conservative papers are all strongly Canadian in tone, and whatever grumbling there may be between times in that province, the Dominionists are always sustained when an election comes. In the North-west the Hudson Bay Territory has been divided into the Province of Manitoba and the Territories of Assiniboia, Saskatchewan, Alberta and Athabaska. Manitoba already has quite a large population, and its capital, Winnipeg, has about 30,000 inhabitants, while the territories are being rapidly settled and thriving towns are springing up all over the country. Winnipeg's population has not greatly increased during the last three years, but its character has greatly changed. In 1883 it was almost the only town of the North-west, being the head-quarters of the contractors, who were rapidly pushing forward the construction of the prairie section of the Canadian Pacific Railway. It was overrun with speculators and land-grabbers, land sold at enormous prices, and the value of everything was highly inflated. Now the boom is over, but an era of quiet prosperity and steady progress as the commercial metropolis of the Canadian North-west seems to have set in, although some people predict that the great city will be farther west. Immediately after the collapse of the boom there was some wild talk about seceding from the confederation. People spoke of Canada *and* the North-west as if they were separate countries, and the Provincialists in all the provinces began to think that the long expected collapse of the confederation was to be brought about by the people of the North-west. But with the completion of the railway came renewed prosperity, and there are to-day no more enthusiastic Canadians than the people of Manitoba and the North-west, although those in the Territories, of course, demand more rep-