

for whose special benefit it was prepared, it must have had an inspiring effect. The lecturer might very well have been pardoned if he had lingered with some fondness on two of the most notable engineering achievements belonging to the period under review—namely, the first Sault Canal and the elevated railway system of New York—for of both these great works he was the constructor. But though the canal immediately became the greatest channel of water traffic in the world, the tonnage passing through it much exceeding that of the Suez Canal, and though the Manhattan railway started in by doing the largest transportation business of its kind in the world. Mr. Harvey modestly refrains from referring to either. It is true he mentions the American Sault canal, but he means the new one. Of Canada's progress in the field of engineering he gives a survey which, though brief, is appreciative enough to make us proud. . . . With the splendid national enterprise shown in the building of our water-ways and our great transcontinental railway, Mr. Harvey compares the supineness shown in respect to bringing the northern part of this province, on the shores of Hudson's Bay, into connection with the centres of business.
