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## *Dr. Douglas' Address.*

*Gentlemen and Fellow Students:—*

We look back rather than forward after we have passed the sixtieth milestone of our lives, and still more when the seventieth lies behind, while the happy prerogative of youth is to look forward. I have enjoyed the privileges of both ages, and have found that both have their advantages like other conditions of life. When I was a student here (and this year is the jubilee year of my graduation at Queen's), I looked forward to the sedentary life of a clergyman. I look back upon a checkered life during which circumstances have invariably contradicted my plans and my wishes, and forced me into paths not of my own choosing.

I was born when the rebellion of 1837 was seething, and was a baby when Lord Durham was planning the design on which all future colonial constitutions were to be built. As we know, it took ten years to teach the Colonial Governors their submission to Parliament, and it required the courage and statesmanship of Lord Elgin to teach the people of Canada the actual meaning of responsible government, and to compel the English portion of the population to realize that they must submit to the law of the majority. It is one of the painful recollections of my boyhood that I took part with a gang of young ruffians in burning Lord Elgin in effigy, so high did English public feeling run, to which we foolish boys responded.

At that time every Canadian town during the winter was an isolated community barricaded by snow, and cut off by bad roads and slow communication with the world, for only one short line of railroad existed, between La Prairie and St. Johns, which there connected in summer with steamer for Burlington and Whitehall, and gave the only combined steam and railroad connection with the seaboard. This short line was built in 1836 with strap rails, and a small locomotive called "The Kittin," imported from England, to run which they had to import an engineer from the States. The first links of the Grand Trunk Railroad were the Atlantic & St. Lawrence, from Portland to Island Pond, and the St. Lawrence & Toronto, from Montreal to Island Pond. The Quebec branch of the Grand Trunk was not opened for traffic until 1855. But even when built as originally laid out the Grand Trunk did little to develop the mineral industry of the country, for the Canada of those days was a narrow strip lying principally to the north of the St. Lawrence and the Great Lakes, and the Grand Trunk from Montreal may be said, from Riviere du Lac in the Province