

that the Lieut-Governor, Sir George Murray, Kt., arrived at York from Burlington, in a birch canoe. But none of us need go far to learn all about the hardships of the early settlers, for witnesses are still among us who passed through the ordeal. Now we can afford to look back with some degree of complacency, for industry has produced abundant fruit, and we are reaping in joy a harvest sown in tears and trouble. As farm after farm was rescued from native wildness, schemes of internal improvement, first viewed as shadowy impossibilities, grew into reality, while the bounteous yield of a virgin soil sent new life into every artery of trade. Land was gradually freed from the tight-locking folds of rapacious hydras, and the barnacles that fattened on the offices of state were torn from the vitals of the country. What has been the result? In 1812, the population of Canada was 280,000 ; to-day Canada has over four millions of people. In 1806, the value of the exports from the whole of the Provinces was \$928,000 ; last year our exports were over seventy-three millions, and our imports over seventy-four millions of dollars. In 1815, the first steamboat was built on Lake Ontario ; to-day Canada is the third maritime power in the world, with *six* million tons entered inwards, and *five* million tons entered outwards, engaged in carrying on our trade. In 1851, Canada had but fifty-five miles of railway ; to-day there are three thousand miles in operation, several hundreds of miles under construction, and a scheme on foot to build 2,500 miles more that will present a route between England and Japan, 1,100 miles shorter than by New York and San Francisco, and give us a continuous line of four thousand miles across the continent. We possess a system of canals the most complete in the world, that cost us twenty millions of dollars, —so complete indeed that President Grant looks upon it as