

General, are of no little interest. For partial loads, on the light railways, the charge is, 2 francs (40 cents) per 100 kilograms, for a distance of fifty kilometers; 3 francs 50 centimes (65 cents) for a hundred kilometers. For full wagon loads, the charges vary from 4 francs (80 cents) to 7 francs (\$1.40) per thousand kilograms, for the former distance, and from 7 francs 50 centimes (\$1.45) to 13 fr. 50 c. (\$2.65) for the latter. The fact that all these tariffs are fixed by the Minister of Railways is not without its significance for us. Facilities of transport being, as already noted, the chief cause and source of the prosperity of Belgium, are under the direct and efficient control of the state.

General statistics as to canal freights are not, I regret to say, available, but it may be said, generally, that they are, certainly, not higher than those charged in the light railways, and probably lower. The charges, for instance, between Liege and Namur, a distance of 56 kilometers, are 26 to 28 cents per ton (on loads of 270 to 300 tons) outward, and 24 to 26 cents, inward. The volume of traffic on the Belgian waterways, can only be described as enormous, amounting to 800 millions of kilometric (i.e., mileage) tons, in 1896. The traffic dues are so low as to be merely nominal, so that, to quote an official utterance, "their abolition seems to be rather a matter of time and budget than one of principle."

It would be difficult, if not impossible, in the absence of maps, to convey any adequate idea of the veritable network of railways, light railways, and canals, which make it possible for a nation of some seven millions souls to live and prosper in what they, themselves, aptly term "a mere spot on the map." It is a population of 224 to the square kilometer, which has more than doubled,—without immigration—since 1830, and which increases at the rate of about 75,000 a year.

How is it, we may well ask, that this has come about? That the general trade of the country amounted, in 1898, to 6,300,000,000 francs (1,260,000,000 dollars)? The official answer is worth quoting in full: "Because Belgium has understood that, in order to profit, as fully as possible, by her natural resources, and her geographical position, it was her inexorable duty to make the development of her means of communication *the sole motive of her policy* (mobile unique à sa politique)."

If, then, Canada's manifest destiny, as I have here endeavoured to shew, is agricultural, rather than industrial; if it is even to be both; if the fulfillment of either destiny rests, inevitably, upon density of population and facilities of transport,—it must, surely, be confessed that, in Belgium, we have the one model to which it behooves